THE EVENING TELEGRAPH.

VOL. XIV—NO. 15. PHILADELPHIA, TUESDAY, JULY 19, 1870. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

THE WAR IN EUROPE.

The Scene of Operations.

Saarbruck and Saarlouis.

The Opposing Navies

Their Relative Strength.

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Maritime Seizures.

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Our Commercial Interests.

How They will be Affected.

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THE SCENE OF OPERATIONS.

The Prussian Strongholds on the Rhine.

The latest cable telegrams at this writing speak of the Prussian forces having occupied at noon yesterday Saarbruck in Rhenish Prussia, and Heuberg in Rhenish Bavaria, two towns directly on the frontier; and also of a report that the French troops had commenced the bombardment of the town of Saarlouis.

Saarbruck

is situated forty miles S. S. E. of Treves, and three miles from the French border, on the river Saar, a stream rising in the Vosges Mountains and joining the Mosel'e near Treves. The Saar is crossed by a stone bridge at the town, by which it is connected with its suburb St. Johann. The population is about 9000. The town was founded in the tenth century, was given by the Emperor Henry III to the Church of Metz, and subsequently governed by its own counts until 1380, when it came by marriage into the family of Nassau. It was afterwards fortified and suffered much during the wars which have been waged in its neighborhood. In 1676 it was almost entirely destroyed by fire, and its fortifications dismantled, so that at the present time it is of no stragetic importance.

Saarlouis,

however, which is also situated on the River Saar, but 30 miles S. S. E. of Treves, and five miles from the frontier, although it has a population of only about 4500, is of greater importance. The town was founded by Louis XIV, and was strongly fortified by Vauban. It belonged to France until 1815, when it passed under Prussian control, and has since formed an important border stronghold of that power. In fact, it is the only well-advanced Prussian fortress for the defense of the Rhine immediately on the frontier. Saarlouis, as well as Saarbruck, is connected by excellent roads with Metz, Neves, Mayence, Manheim, and Landau. These roads afford an excellent opportunity for the rapid movements of troops, but the fortifications are inadequate for the requirements of an advanced post to hold the enemy in check, while the army is being brought forward, or to serve as the base of operations against Metz, Thionville, Verdun, and Paris. Last year it was proposed to build several single forts in the most important passes of this district, but it is impossible to say how far these proposed defenses have progressed.

Neuburg,

in Rhenish Bavaria, is a small village on the Rhine, some fifteen miles southeast of Landau and less than ten miles from the French fortified city of Lauterburg. It is also within easy distance of Carlsruhe. Here a Prussian force is also reported to be stationed, but the place has no strategical importance whatever.

Rastadt,

where the soldiers of Baden are concentrating, is one of the strongholds of South Germany, although the town itself is quite insignificant, the population hardly exceeding 6000. Its fortifications are of immense strength. Rastadt is situated in Baden, on the right bank of the Rhine, fourteen miles south-southwest of Carlsrhe, and is on the Basle and Manheim Railroad. It is about ten miles southeast of Lauterburg and thirty miles northeast of Strasburg, but has no direct road uniting it with either place. The present fortifications of Rastadt were commenced in 1841. In 1849 the garrison mutinied and the town had the honor of being the last place held by the German republican revolutionists. Under the leadership of Mieroslawski, it held out for a time against the forces commanded by the Prince of Prussia, but finally surrendered. Since then its fortifications have been vigorously pushed forward and are now exceedingly strong.

Linden,

where another Prussian force is reported, is in Hesse-Darmstadt, on the railroad running from Fra kfort northward through Giessen, between which places it is situated. The village is at least forty miles from the nearest point on the right bank of the Rhine.

PRUSSIA'S SEAPORTS.

The Marine Defenses of the North German Confederation

In THE EVENING TELEGRAPH of July 12 we gave an elaborate statement of the armies and navies of France and the North German Confederation, showing at a glance the vastly superior strength of France upon the sea. The following summary of the navies of the two countries will show how great is the disparity:—

The French Navy.

At the commencement of the present year France had a fleet of 62 iron-clads, 264 unarmored screw steamers, 62 paddle steamers, and 113 sailing vessels. The following shows the strength of this formidable navy:—

Class.	*No.*	*Horse Power.*	*Guns.*
Iron-clads	62	28,150	672
Screw steamers	264	55,812	1,547
Paddle steamers	62	8,655	154
Sailing vessels	113	....	672
Total	501	92,627	3,045

The French navy is commanded by 2218 officers of different grades. The sailors, afloat and on shore, numbered 39,846 in 1869, which, together with engineers, dock-yard laborers, navy surgeons, and others connected with the force, bring the grand total of men engaged in the service of the imperial fleet up to 74,403. On the war-footing the strength of the navy can be raised to 170,000 men, this being the number entered on the lists of the maritime conscription. Exclusive of the above are the marines and the colonial troops, amounting to 28,623 men.

The Prussian Navy.

Since the organization of the North German Confederation in 1866, the most strenuous exertions have been made to place the navy on a substantial basis, and great progress has been made. At the commencement of the Regency of King William I, in 1858, the Prussian navy consisted of 1 decked corvette, with 28 guns; 1 level decked corvette, with 12 guns; 1 yacht, 1 garrison ship, 2 old sailing frigates, 1 sailing corvette, 2 schooners, 1 transport ship, and 38 gunboats, etc., propelled by oars. On the docks lay the Gazelle, a vessel of 28 guns. The North German fleet now consists of the following:—

Class.	*No.*	*Horse Power.*	*Guns.*
Iron-clad screw steamers	7	5,150	102
Frigates and corvettes	9	3,200	200
Gunboats	27	2,420	71
Sailing vessels	59	....	247
Total	102	10,770	620

The Prussian and North German navy is manned by about 3500 seamen and boys, and officered by one admiral, one vice-admiral, one rear-admiral, 27 captains, 44 commanders, and 133 lieutenants. There are besides five companies of marines, four of infantry, and three of artillery, numbering 1200 men.

The comparison between the two fleets shows the following:—

	France.	*North Germany.*
Vessels	501	102
Horse-power	92,627	10,770
Guns	3,045	620

This comparison shows that King William's fleet is by no means able to cope with that of his antagonist, and will be placed throughout the war entirely on the defensive. Frequent rumors have, indeed, already reached us to the effect that the French navy was amusing itself by chasing the German navy towards the Baltic; but, although there have probably been no important naval movements as yet, they will not long be postponed. In view of the inability of Prussia to cope with her antagonist on the sea, it becomes important to know something about the land fortifications which she is able to oppose to Napoleon's overwhelming navy. We therefore present the following concerning her maritime defenses:—

Prussian Fortresses and Naval Stations.

The principal naval station of the North German Confederation, as far as ship-building and the training of sailors are concerned, is

KIEL,

which was formerly the chief seaport of Denmark. At this town, which is in the Schleswig-Holstein portion of Denmark, is the great naval school situated. This arm of the Prussian service has risen into great popularity. There are now 400 marine cadets against 72 that were there two years ago. Of those 72, 59 have become naval officers. Kiel, which was the capital of the duchy, is situated on the Kielerfiord, a fine harbor of the Baltic. The population is about 17,000. It is a handsome walled town, contains the Gluckburg palace, four churches, and a university, founded in 1665, with an observatory, a library of 8000 volumes, a botanic garden, and 300 students. It has been considered the only great naval harbor on the south side of the Baltic. It is the terminus of the Holstein Canal, which connects the Baltic with the German Ocean. It is connected by steamers with all the principal ports of the Baltic. Since the construction of the railroad, Kiel has flourished at the expense of Lubeck. A treaty of peace was concluded at Kiel in 1814 between England, Sweden, and Denmark. The city was blockaded in 1849, and occupied by Austrian troops in 1851-52.

DANTZIC.

Dantzic, the capital of an administrative division of the province of West Prussia of the same name, is a large and ancient city. In 1855 it had a population of 63,461, besides 8800 soldiers. It has long been an important fortress, but has been recently much strengthened by the Bund. It is situated on the left bank of the Vistula, about three and a half miles from the mouth, with a circumference, including its nine suburbs, of more than twelve miles. The principal buildings are three citadels, the Church of St. Mary, one of the largest in Europe, the *Cathernian Kirche*, the council house, the government building, the old armory, the exchange, and 175 granaries and workshops on the Speicher (Granary) Island, where no dwelling-house is allowed, where no fire must be kindled, and where at night all streets are closed except one. There are thirteen Protestant and six Catholic churches, a Mennonite Church, and five synagogues. The city abounds with learned, charitable, and artistic institutions, and is celebrated for its monuments and antiquities. The harbor was excellent up to 1829 and 1830, when the Vistula broke above the city, through the high ridge of the Downs, and formed a new outlet, reducing the depth of the old branch, so that a new port, Neufahwosser, had to be built at the mouth, which is defended by two forts. The commerce of Dantzic was at an earlier period far more important than since the partition of Poland, when the prohibitory tariff of Russia, the Sound dues, the sufferings from the Napoleonic wars, the ascendancy of Hamburg, Bremen, and Stettin, made it decline, but the last twenty years have given it a new impetus. The great staples are Polish and Prussian grain. In exports it is the first Prussian port; in imports, the second after Swinemunde. Ship-building has always been extensively carried on there. In 1860 the tonnage of the vessels owned there was 75,000. Manufactures are gaining ground there. The Eastern Prussian Railway connects Dantzic with Berlin, Konigsberg, and a branch road with Posen, and new railroads are being built. In 1310 it fell under the sway of the order of Teutonic Knights, and became a German city, in the midst of a Polish population, and up to this day is not perfectly Germanized. In 1454 it subjected itself to the King of Poland, for the purpose of securing from him commercial privileges, became a free city with some very rich territory, and fell under the dominion of Prussia in 1793, after a struggle of six days. The siege by Lefevre in 1807, after which it became a so-called free city under Napoleonic protection, with a strong French garrison; the frightful siege in 1813 and 1814 (when General Rapp made a famous defense of twelve months against the Prussians and Russians, and the city was half destroyed and the population half starved); and the French war contributions and continental system gave a severe blow to the prosperity of Dantzic, from which, however, it has since recovered, especially within the last few years, by the improvements in the river, by being made a naval station, and, above all, by railway communications.

ALSEN.

Alsen is a fortified place on the island of Alsen, which is situated in the Little Belt, and is about twenty miles long and eight wide, is very fertile, and one of the most beautiful islands in the Baltic. The fortifications at Hœrup Haaf will be very formidable. They will comprise three star-shaped forts, with double tiers of guns and five coast batteries commanding the passage of the Little Belt. All these will be iron-faced and armed with the heaviest ordnance, and will not only command the Straits, but also the canal of Bisensund with the port, and maintain communication with the military depot of Sonderberg, the capital of the island of Alsen. Then there is the formidable position of Duppel, which aids Prussia greatly in controlling the North Sea, the Baltic, and the Straits.

STRALSUND.

Stralsund, now, of course, every day changing under the vigorous hand of Bismarck into a great naval station, has long been a strongly fortified seaport of Prussia in Pomerania. It is the capital of the administrative station of the same name, and is situated on the strait which separates the island of Rugen from the mainland. It is 120 miles north of Berlin, and has a population of 20,000. The site of the town is so completely surrounded by water that it can only be approached by bridges which connect it with its three suburbs on the mainland. Though the town has a gloomy appearance, it is clean and well paved. The principal churches are those of St. Nicholas and St. Mary, the former dating from the thirteenth, the latter from the fourteenth century. They are both fine specimens of the pointed style of architecture, and have many valuable paintings. The town hall contains a public library, and the gymnasium has both a museum and library. Ship-building is carried on, and there is an active trade. The harbor is large, and shoals prevent vessels drawing more than fifteen feet of water from entering it. Stralsund was built by Jaromar, first prince of Rugen, about the year 1209, and soon rose to be a place of importance, and become a member of the Hanseatic League. It successfully resisted Wallenstein, who besieged it in 1628, and lost 12,000 men before its walls. The Swedes gained possession of it by the peace of Westphalia, and Frederic William, Elector of Brandenburg, captured it from them in 1768, but restored it the following year. Stratsund surrendered to the Prussian, Danish, and Saxon forces in 1715, but was given back to Sweden in 1720. It was surrendered to the French in 1807, who destroyed a great part of the fortifications; and by the treaty of Kiel in 1810 it was ceded to Denmark. In 1815 Denmark surrendered it to Prussia.

MARITIME SEIZURES.

The Law of Nations at it Stands at Present—Provisions of the Treaty of 1856—Neutral Goods and Privateering.

In view of the possible operations of the French and North German fleets, the present state of international law on the subject of maritime seizures becomes of interest and importance not only to the belligerents, but to neutral nations, and especially to the United States, whose commerce is just recovering from the disastrous results of the recent Rebellion. Maritime seizures are at present regulated by the official declaration of the representatives of the great powers of Europe who participated in the treaty of Paris of March 30, 1856. The following is the declaration in respect to the capture of neutral goods under belligerent flags, and also against privateering or the granting of letters of marque and reprisal:—

Declaration respecting maritime law, signed by the Plenipotentiaries of Great Britain, Austria, France, Prussia, Russia, Sardinia, and Turkey, assembled in Congress, at Paris, April 16, 1856: the Plenipotentiaries who signed the treaty of Paris of the 30th March, 1856, assembled in conference, considering that maritime law, in time of war, has long been the subject of deplorable disputes; that the uncertainty of the law, and of the duties in such matter, gives rise to difference of opinion between neutrals and belligerents, which may occasion serious difficulties and even conflicts; that it is consequently advantageous to establish a uniform doctrine on so important a point; that the Plenipotentiaries assembled in congress at Paris cannot better respond to the intention by which their governments are animated than by seeking to introduce into international relations fixed principles in this respect. The above-mentioned plenipotentiaries, being duly authorized, resolved to concert among themselves as to the means of attaining this object; and, having come to an agreement, have adopted the following solemn declaration:—

1. Privateering is, and remains, abolished.
2. The neutral flag covers enemy's goods, with the exception of contraband of war.
3. Neutral goods, with the exception of contraband of war, are not liable to capture under enemy's flag.
4. Blockades, in order to be binding, must be effective; that is to say, maintained by a force sufficient really to prevent access to the coast of the enemy.

The Governments of the undersigned Plenipotentiaries engage to bring the present declaration to the knowledge of the States which have not taken part in the Congress of Paris, and to invite them to accede to it. Convinced that the maxims which they now proclaim cannot but be received with gratitude by the whole world, the undersigned Plenipotentiaries doubt not that the efforts of their Governments to obtain the general adoption thereof will be crowned with full success. The present declaration is not and shall not be binding except between those powers who have acceded or shall accede to it. Done at Paris, the sixteenth of April, one thousand eight hundred and fifty-six.

OUR COMMERCIAL INTERESTS.

The Trade of the United States with Germany and France—The Damage that the War will Inflict Upon Us.

The statistics contained in the following statements supply information which must prove of the highest interest by showing the extent to which our commerce will be interrupted if the French-German conflict continues, and the German ports are blockaded.

Our Imports from Germany.

Our imports from the States in the Zollverein, which embraces nearly all Germany, for the fiscal year ending June 30, 1868, amounted to $21,569,988, and were received from the following States in the quantities given:—

Prussia	$11,586,576	Other G. States	$2,425,714
Saxony	5,660,384		
Bavaria	1,897,314	Total	$21,569,988

These imports were received in the following quantities through the ports of the countries named:—

England	$4,803,631	Holland	$366,151
Bremen	10,243,934	Not specified	6,498
Hamburg	4,876,220		
France	170,248	Total	$21,569,988
Belgium	1,103,256		

Our Exports to Germany.

Our exports to Germany during the fiscal year ending June 30, 1869, amounted to $39,427,403 (including gold), and appear in the official returns as having been divided as follows—the ports of Bremen and Hamburg, as will be seen, being the great distributing points for all Germany:—

Prussia	$949,138
Hamburg	15,190,798
Bremen	23,284,467
Total	$39,427,403

Cotton, petroleum, lard, and tobacco are the chief products we sell to Germany, but as there is a large indirect trade in these and other commodities, transacted through the English markets, the figures do not represent the full extent to which we find purchasers in Germany for our productions.

Our Trade with France

is not likely to be materially interfered with by the war, unless Russia and other European powers should conclude to participate in the struggle, taking sides with North Germany. Our exports to France during the fiscal year ended June 30, 1868, amounted to $45,945,864, of which $43,386,384 were to Atlantic and $2,559,480 to Mediterranean ports. Our imports from France amounted to $26,921,951, of which $23,444,815 were to Atlantic and $3,477,136 to Mediterranean ports.

New York Stock and Money Market.

NEW YORK, July 19.—Stocks dull. Money, 5@6 per cent. Gold, 120¾. 5-20s, 1862, coupon, 109½; do. 1864, do., 109; do. 1865, do., 109⅛; do. 1865, new, 108¾; do. 1867, 108⅝; do. 1868, 108⅝; 10-40s, 106⅝. Virginia sixes, new, 68⅝; Missouri sixes, 91; Canton Company, 68; Cumberland preferred, 40; New York Central and Hudson River, 96; Erie, 22½; Reading, 96⅝; Adams Express, 67; Michigan Central, 118; Michigan Southern, 95½; Illinois Central, 129; Cleveland and Pittsburg, 108; Chicago and Rock Island, 112⅝; Pittsburg and Fort Wayne, 94⅜; Western Union Telegraph, 34⅜.

—Trinity College and the hospital in Hartford, Conn., are to receive about $40,000 each from the bequest of the late Chester Adams, of that city.

—Two young ladies of the name of Johnson, living near Dallas, Texas, are cultivating twenty-four acres of cotton with their own hands. The labor question in the South is in course of solution.

—A policeman in Bangor, Me., is said to have a dog who keeps him company on his watch every night. The faithful animal, after spending the day in his own way, invariably makes his appearance at his master's post at 9 o'clock in the evening.

—There are forty-seven newspapers published in Arkansas, of which only three are daily. In politics they are thus classified by one of the number:—Twenty Democratic, eleven Republican, four liberal Republican, eight radical Republican, and three independent.

—The Key West *Dispatch* says that fleets of sponging vessels have returned to that port from their cruises well loaded. The aggregate worth of the new sponge in the market there is stated to be $30-000. The supply about the Keys is nearly exhausted.

—A lady in Centre Falls, R. I., claims to have in her possession the musket with which Israel Putnam shot that wolf. She says her husband obtained it many years ago, and its history can be traced to that doughty old General. Wonder if it is the only copy in existence?

—They have some tremendous water-melons in Texas. An editor having received a present of one of these, says it was almost as large as a barrel and was filled with a delicious ruby-colored pulp. These are called "ice cream water-melons," and are quite appropriate as presents to editors.

SECOND EDITION

LATEST BY TELEGRAPH.

Official Declaration of War.

French Programme of Hostilities.

The Prussians in Paris.

Their Appeal to Mr. Washburne.

Important Naval Intelligence.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Prussians Residing in France.

PARIS, July 19.—The morning journals of to-day say that the Prussians now in Paris and elsewhere in France will not be expelled from the country so long as they observe a strict neutrality.

North German Steamer Detained at Bremen.

LONDON, July 19.—The steamer Union, of the North German Lloyds, is in port at Bremen, and will not leave for New York until further orders. She was advertised to sail on the 16th.

No Battle Yet Expected.

PARIS, July 19.—No battle can be expected between the French and Prussian armies for some days yet. It is announced that no diplomat or other foreigner will be allowed in the French camp.

The French Programme.

La Liberte, the organ of the Tiers party, gives the following as the programme of the French: The army will first enter Hesse in order to neutralize the Southern States of Germany. They will then occupy and fortify the city of Frankfort, and from this point they will be able to sweep all the Prussian territory to the left of the Rhine. They will then enter Prussia via Westphalia, and the reconstruction of the Rhenish Confederation will follow.

Earl Granville and Prussia.

LONDON, July 19.—It is denied that the Earl of Granville has remonstrated with Prussia.

The "Times" Abandons Hope of Mediation.

The *Times*, in an editorial this morning, abandons all hope of mediation. The sword must now decide.

The Official Declaration of War.

PARIS, July 19.—The *Patrie*, this morning, says that the Prussian Ambassador to Vienna started last night for Berlin, with the official declaration of war.

Mr. Washburne and the Prussians in Paris.

The *Journal du Soir* has information which it believes to be reliable that Mr. Washburne, the American Minister, has agreed to protect Prussian subjects now in France. The same journal adds that Mr. Washburne has certainly not made such promise without first having obtained the consent of the French Government.

Earl Granville and Napoleon.

PARIS, July 19.—The Earl of Granville, British Secretary of State for the Foreign Department, arrived here from London yesterday, and had three hours conference with the Emperor.

The Emperor and the National Guard.

The Emperor yesterday received a deputation of officers of the National Guard of Paris, In response to their congratulations, the Emperor said he relied upon the National Guard. Upon them devolved the protection of the capital during the war.

The French Military Contingent.

The Minister of War has asked the Corps Legislatif for an increase of the military class of 1870 from 90,000 to 140,000 men, and that this contingent may be called out to serve till January 1, 1871.

The Corps will vote on this project to-day, together with several others recently submitted by the Government for the prosecution of the war.

Napoleon's Address

to the people will not be published, says the *Patrie*, until the Emperor has departed for the front.

The German Marine.

LONDON, July 19.—The *Shipping Gazette* thinks that the Germans are fortunate because so many of their merchant vessels, having been bought from Americans during the recent Rebellion, may now be covered by the American flag again.

No Foreign Officers in the French Army.

PARIS, July 19.—The *Journal Officiel* announces that the Emperor has decided not to receive, either in the imperial quarters or the quarters of the general officers, any volunteer or any foreign officer or any one not belonging to the French army.

M. Thiers and the King of Prussia.

M. Thiers publishes this morning an indignant denial of having received, as stated by the *Figaro*, a letter from the King of Prussia thanking him fer his speech against the war.

Napoleon Cheered by the People.

When the Emperor quitted the Tuileries today to return to St. Cloud he was loudly cheered by the people.

The Position of England.

LONDON, July 19.—Private letters from Paris represent that there is prospect of serious trouble between France and Great Britain. The French Government is furious at the tone of the English journals, and strong representations have already been made through diplomatic channels. It is threatened that all applications from Englishmen for army passes will be refused.

A meeting of certain members of the House of Commons was held yesterday to consult as to the propriety of holding a great meeting to express sympathy with Prussia. The workingmen purpose holding a meeting for the same object. The feeling here against France is universal and intense.

It is now thought that the troops recently called home from the English colonies have been concentrated here in anticipation of the present war. Great Britain has now at her home depots 95,000 regulars, and by calling out the reserves she could muster nearly 300,000 men. There is great activity in the navy.

It is reported that secret instructions have been given to the French officers that the troops shall divide all the land they conquer.

Ship News.

HAMBURG, July 19.—The steamship Allemania, from New York via Plymouth, arrived here yesterday afternoon. The Cimbria left Havre on Saturday noon for New York.

PLYMOUTH, July 19.—The steamship New York, from New York, arrived here safely this morning. It is not yet decided whether she will attempt to reach Bremen.

LONDON, July 19.—The Lloyds exact from five to ten guineas insurance on German shipping.

SOUTHAMPTON, July 19.—The steamer Main, from New York for Bremen, arrived safely this afternoon.

This Afternoon's Quotations.

LONDON, July 19—Noon—Consols 90¼ for money and account. United States 5-20s flat and nominal; of 1862, 82½; of 1865, old, 82⅝; of 1867, 82⅝; 10-40s, 81. Railways flat and nominal; Erie, 16; Illinois Central, 102; Atlantic and Great Western, 22.

LIVERPOOL, July 19—Noon.—Some cotton failures are announced here to-day. Cotton dull and nominal; uplands, 9¾d.; Orleans, 9¾d. Sales estimated at 2000 bales. Red Western wheat, 10s. 4d. Corn, 35s. 6d.

LONDON, July 19—Noon.—Linseed cakes firm. Tallow easier at 46s. Calcutta Linseed firm. Turpentine firm.

FROM WASHINGTON.

United States Steamship Monadnock.

Special Despatch to the Evening Telegraph.

WASHINGTON, July 19.—The Navy Department has ordered that the Monadnock, at the Mare Island (California) Yard, be gotten ready to sail at very short notice. It is rumored in official circles that she is to go to China.

Equipping and Repairing Vessels.

Orders have also been given to finish repairs and ship stores on the Saco at Norfolk, the Ticonderoga at Boston, and Guerriere at New York. Also to put in and repair machinery, equip, and ship stores on the California and Narragansett at Portsmouth, New Hampshire; Tennessee and Minnesota at New York; Shenandoah and Worcester at Boston.

Detailed to Command.

Lieutenant William Muse has been detailed to the command of the marine guard on board the Brooklyn, fitting out at the Philadelphia Yard.

Commodore William Reynolds

has received his commission, and will enter today upon his duties as Chief of the Bureau of Equipment and Recruiting, Navy Department, *vice* Rear-Admiral M. Smith, resigned, and appointed to the command of the Washington Navy Yard.

Lieutenant Commander E. P. Lull

has been ordered to proceed with the Guard, now at New York, to the fishing grounds near Prince Edward's Island.

Homer L. Law,

of Philadelphia, has been appointed an assistant surgeon in the navy, to date from the 9th of July.

FROM THE WEST.

German War Meeting in Cincinnati—Deaths from Sunstroke.

CINCINNATI, July 19.—The Germans held a very large and enthusiastic meeting last night at Turner Garden, to give expression to their feelings in regard to the war in Europe, and resolutions were adopted resenting in strong terms the insult by the French Minister to the German nation through King William. A committee was appointed to collect money for the benefit of the wounded and for the widows and orphans, and a considerable sum was pledged on the spot.

Dr. Bruehl pledged himself to give $100 a week during the war, and a like liberality was displayed by others.

Five deaths from sunstroke occurred yesterday.

Twenty Cases of Sunstroke in Baltimore.

BALTIMORE, July 19.—There were twenty cases of sunstroke here yesterday, four being fatal.

Specie Shipments.

NEW YORK, July 19.—The specie shipments for Europe to-day amount to $2,600,000.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

PORT OF PHILADELPHIA.....JULY 19

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....84 | 11 A. M.....92 | 2 P. M.....94

CLEARED THIS MORNING.

Steamer Sarah, Jones, New York, W. M. Baird & Co.
Steamer A. C. Stimers, Lenny, New York, W. P. Clyde & Co.
Bark Henry S. Sanford, Dumphy, Hamburg, S. L. Merchant & Co.
Br. schr Morford & Truby, McCullock, Little Glace Bay, L. Westergaard & Co.
Schr Armenia, Call, Provincetown, W. M. Baird & Co.
Schr Glenwood, Dickinson, Bristol, do.
Schr M. J. Donigal, James, New York, do.
Schr J. G. Spencer, Heather, Boston, do.
Schr H. B. McCauley, Vickson, Boston, do.
Tug Hudson, Nicholson, Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Chesapeake, Merrihew, Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamer H. L. Gaw, lier, 13 hours from Baltimore, with mdse. to A. Groves, Jr.
Steamer Ann Eliza, Richards, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Schr T. E. French, Doughty, 4 days from Washington, N. C., with lumber to D. Trump, Son & Co.—vessel to Chas. Haslam & Co.
Schr M. C. Burnite, Durborow, 1 day from Camden, Del., with grain to Jas. L. Bewley & Co.
Schr Daniel Corbit, Eldridge, 1 day from Odessa, Del., with grain to Jas. L. Bewley & Co.
Schr Percy, Coalwell, 11 days from St. John, N. B., with laths to D. Trump, Son & Co.
Schr Susan A. Kirwan, Santes, from Potomac River.
Schr Mail, Lanscott, from Hallowell, with granite to captain.
Schr James S. Shindle, Lee, 5 days from Boston, with ice to Knickerbocker Ice Co.
Schr Three Sisters, Ruark, from Potomac River.
Schr William Wilson, Jenkins, from Salem.
Schr Bowdoin, Rands, from Bangor, Me., with lumber.
Schr Wild Pigeon, Phillips, 5 days from Boston, with ice to Knickerbocker Ice Co.
Schr Argo, Taylor, from James River, with lumber to Collins & Co.
Schr Extra, Murphy, from Washington, with oil.
Schr Granite State, Burgess, 5 days from Boston, with granite to captain.
Schr E. G. Willard, Parsons, from Portland, with mdse. to Crowell & Nicholson.
Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Fairy Queen, Wilson, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, July 19.—The following boats left this morning in tow:—

D. B. Clough, with lumber to H. H. Blair & Co.
W. N. Carter, with lumber to Patterson & Lippincott.
Hero and Rebecca Hopper, with coal, for Wilmington, Del.
James Boyd, with lumber to Watson, Malone & Co.

MEMORANDA.

N. G. steamer Silesia, Trautman, for Hamburg, cleared at New York yesterday.
Steamer Roman, Baker, hence, at Boston 18th inst.
Brig Hattie, from Philadelphia for Matanzas, was passed 16th inst.
Schr James McGee, of and from Philadelphia, bound to Jersey City, was run into on the morning of the 18th inst. by tugboat O. A. Ornold, off Staten Island, and badly damaged. She was towed to Jersey City. The tugboat had a barge in tow at the time, and the schooner was struck on the starboard side by the barge.
Schr Isabella Thompson, Prescott, from Providence for Philadelphia, passed Hell Gate yesterday.
Schr E. F. Palmer, Snow, for Philadelphia, cleared at Matanzas previous to 12th inst.

SOLDIERS OF THE DAY

Sketches of Their Lives.

German Generals.

Frederick William, the Crown Prince of Prussia, Prince Frederick Charles, Gen. Manteuffel, and Gen. Von Roon.

French Generals.

Marshals Canrobert, Palikao, Bazaine, and Forey, and Gen. Changarnier.

PRUSSIAN GENERALS.

The Crown Prince Frederick William.

Although the general conduct of the military operations will fall upon General Moltke, the Chief of Staff, the Crown Prince, Frederick William, who was born on the 18th of October, 1831, will be in chief command under the King. He holds the rank of Lieutenant-General, Inspector of the First Division of the Army, Commandant of the First Division of Infantry of the Guard, Chief of the First Regiment of the Grenadiers of Eastern Prussia, No. 1; First Commandant of the First Battalion (Berlin) of the Second Regiment of the Landwehr of the Guard attached to the First Regiment of foot-guards, and the Second Regiment of Grenadiers of Silesia, No. 11; Lieutenant-General of Pomerania, Chief of the regiment of Russian Hussars, No. 11; and Proprietary of the regiment of Austrian Infantry. On the 25th of January, 1858, he married the Princess Victoria, eldest daughter of Queen Victoria, Princess Royal of Great Britain and Ireland, Duchess of Saxe, born on the 21st of November 1840. He has two sons and three daughters, his eldest son being Prince Frederick William Victor Albert, born at Berlin on the 27th of January, 1859, and sub-lieutenant of several regiments of the Guard and of the Landwehr. He it was who commanded the Army of the Oder at Sadowa. Of the distinguished part which he took during the German-Italian campaign but little is to be written. At first he was unknown, and nobody had any idea that the conduct of the war would eventually come into his hands, but at last it did so. He had the control of the troops throughout the war, backed, of course, by Von Moltke.

Prince Frederick Charles.

Frederick Charles Alexander, born on June 29, 1801, is Grand Master of the Balliwick of Brandenburg of the order of Hospitallers of St. John of Jerusalem, Field Marshal-General and Commander of Artillery, Colonel of the Twelfth Regiment of Prussian Infantry, First Commander of the First Battalion Second Regiment of Grenadiers of the Landwehr of the Guard, Colonel of the Eighth Regiment of Austrian Cuirassiers, and of the Fourth Regiment of Russian Musketeers. He commanded the Army of the Elbe at Sadowa. On the 26th May, 1827, he married the Princess Marie Louise Alexandrine, daughter of Charles Frederick, Grand Duke of Saxe-Weimar.

General Manteuffel.

Edwin Hans Charles, Baron de Manteuffel, born February 24, 1809, and son of the President of the Superior Court of Magdeburg, entered when seventeen years old the dragoons of the guard, was made an officer two years later, and became aide-de-camp to the King in 1848. Colonel in 1854, he accomplished many diplomatic missions, especially in Austria. In 1857 he was attached to the Minister of War as chief of his personal staff. In 1858 he was called to the King's household as grand chamberlain, and became lieutenant-general and adjutant-general. While fulfilling these functions, on the occasion of the publication of a pamphlet by a counsellor of the tribunal of Twesten, fought a duel with the author, which caused considerable excitement. After the convention of Gastein he was made civil and military governor of Schleswig, where, during the disputes which occurred between the two great German powers, he led the Prussian troops while the Austrian Governor of Holstein unsuccessfully defended the claims of Austria. He was afterwards sent against Hanover, and had the command of a division under Gen. Vogel de Falkenstien. When this General was called into Bohemia, in the month of July, 1866, General Manteuffel took command of the army of the Main, and directed operations against the German States of the South. He was charged with dealing very rigorously with his vanquished compatriots during these successful operations. For instance, he demanded from the city of Frankfort the payment of a war levy of 60,000,000 of francs, which the magistrates refused to furnish, preferring to submit themselves to pillage. When the war terminated Baron de Manteuffel was sent on a mission to St. Petersburg to induce the Czar to take a favorable view of the reorganization of Germany as accomplished by Prussia.

General Von Roon.

Albert Theodore Emile von Roon, the Prussian general, statesman, and military writer and minister, born 30th of April, 1803, was educated at the military school, and entered the army as an officer in 1821 After having, from 1824 to 1827, pursued the higher course of the general military school, he was employed as a teacher in that of the cadets at Berlin, and, devoting himself to the investigation of military and geographical sciences, distinguished himself therein. He has published a number of works, some of which had a great circulation, especially "The Principles of Geography, Ethnography, and Political Economy," "The Military Geography of Europe," "The Iberian Peninsula."

Meanwhile Von Roon followed his career regularly. After having made in 1832 a campaign of observation in Belgium on the occasion of the siege of Anvers, he was attached to the topographical bureau, then to the staff, where he was made captain; made major in 1842, chief of staff in 1848, lieutenant-colonel in 1849, major-general in 1856. He held successively various commands since 1848, and accomplished many important missions. He was charged on two occasions with the mobilization of the army, especially in 1859, when Prussia was preparing to interfere in the war of Italian independence, which was suddenly suspended by the treaty of Villafranca. To him was confided the direction of the military education of Prince Frederick Charles, whom he accompanied to the University of Bonn. He was called on the 16th of April, 1861, to the Ministry of the Marine, and on the 5th of December, in the same year, to that of War. At the head of this double service he showed, in the years which followed, much energy and perseverance in seconding the projects conceived by King William for the reorganization of the army. He partly realized these projects, in spite of the opposition of the majority in the Chamber of Deputies, against which he contended in concert with Count von Bismarck. His name from that time is prominent in the history of the extensive modifications of Germany, accomplished to the profit of Prussia by the force of her arms or the adroitness of her diplomacy.

FRENCH GENERALS.

Marshal Canrobert.

who has been placed in command of the 1st French Corps d'Armee, is one of the most distinguished soldiers in the service of the Emperor.

Francois Certain Canrobert was born in the year 1809, of a good family, in Brittany, where he has a small patrimony. His father had been an officer in the royalist army of the Prince of Conde. In 1826 he was admitted pupil at St. Cyr. He took his sub-lieutenancy in 1828, lieutenant in 1832, and in 1835 was sent with his regiment to Algeria. He was engaged here in some of the hardest fighting and most trying expeditions of the French occupation. He was in the Mascara affair; he was at the siege of Tlemcen, and in fights at Sidi, Yawub, Tafua, and at Sikkak. At the desperate assault on Constantine, when the Arab sheiks and their followers fought with such desperate though unavailing bravery, he was wounded, and Colonel Combes, who fell by his side, recommended Captain Canrobert to Vallee in his dying words:—"There is a future in that young man." He returned to France and got the Legion of Honor, and had the charge of the Foreign Legion after the fall of the Carlist party in Spain. He was also

(Continued on the Second Page.)

Continued from the First Page.

sent to Africa with his men, and was employed in a large number of those destructive enterprises which were thought to be the necessary though cruel policy of the French Government to subjugate and keep in order the reckless valor of the Arab tribes impatient under a foreign yoke. The rising of Bou Maza gave the French army of occupation no rest, and the principal brunt of the contest fell on Canrobert's regiment, the 67th of the line. Eight months of constant fighting and bloody reprisals broke the spirit of the refractory tribes, and in 1847 he got his colonelcy. The promotion did not bring idleness, it only led to increased duty, until after chastising several minor tribes to no purpose, the grand insurrection of the Kabyles and the natives of Jurjura commenced. This, like all the rest, was terminated after immense fatigues and great losses on both sides. In 1849 he relieved Bousada from blockade, and stormed the Arab fortress of Zaalcha, leading his men in the assault. This last achievement brought his recall and his employment on scenes of more wide-spread honor and less work. At the nomination of Louis Napoleon as President, Canrobert joined his party. He became general in the new republic, and in the *coup d'etat* had command of one of the divisions of the army of Paris, and assisted in the repression of the popular dissatisfaction. Some political functions of considerable importance were next assigned to him, and in 1853 he became general of division. Canrobert was sent to Turkey in 1854, in command of the 1st Division of the Army of the East. The introductory campaign of the Dobrutscha was unfortunate, and this division suffered terribly from cholera. Subsequently, when the centre of military operations was changed to the Crimea, he was at the battle of Alma and was slightly wounded. Two days afterwards, when St. Arnault, commander-in-chief of the French, was dying, he turned over the command to Canrobert, who moved immediately on Sebastopol, constructed several batteries, and opened fire with the intention of carrying the fortress by a *coup de main*, but finding this impracticable, he forthwith laid down a plan of gigantic investment. He was wounded at Inkermann. His mode of procedure not being satisfactory to Lord Raglan, the British commander, Canrobert was relieved by Pelissier from the commander-in-chiefship, and resumed duty at the head of his own corps. In 1856 he was made Marshal of France. In the French-Austrian war he was at the head of the 3d Corps. He was at Magenta and at Solferino. Since the close of that war he has been engaged in several offices in France of no special interest to the American republic, and even his vote against the temporal power of the Pope in 1861 must be regarded rather as a matter of military obedience or policy than of personal opinion. During the disturbances in Paris caused by the arrest of Rochefort in January last, Marshal Canrobert was military commander of Paris, with 100,000 veteran troops at his back.

Count de Palikao.

to whom has been entrusted the command of the 2d French Corps d'Armee, is of the extreme age of 74. His full name is Charles Guillaume Marie Cousin de Montauban, Count de Palikao, and he was born on the 24th of June, 1796. He was employed at an early age in Algiers, and distinguished himself there as a cavalry officer. On September 4, 1836, he was made chief of a squadron of horse; on the 7th May, 1843, lieutenant-colonel; and on 2d of August, 1845, colonel of the 2d Chasseurs. He became general of brigade on the 21st of September, 1851, and commanded, the division of Tlemcen; general of division after 28th September, 1855, he commanded the Division of Constantine. Recalled to France he was put at the head of the 21st Military Division during the siege of Limoges. The year 1860 was marked in the life of General Cousin-Montauban by one of the most extraordinary events of modern history. Invested with the chief command of the French expedition into China, he had the honor of accomplishing that almost fabulous invasion which brought the arms and banners of the French and English even to the capital of this vast and distant empire. The capture of the forts of Takou at the mouth of the Peiho on the 20th of August, the great victory of Palikao over General Sang-ko-lin-sin, on the 21st of September, the destruction of the royal palace, the entry into Pekin on the 12th of October, forced the Chinese to accept the treaties imposed by the allies, and assured, at least temporarily, the respect of European interests in the extreme East. The General left there at the end of the same year and returned by way of Japan, many of whose principal cities he visited, and re-entered France in the month of July, 1861. In recompense for these great successes, the Emperor had already elevated him to the dignity of the grand cross of the Legion of Honor on the 26th of December, 1860, and had made him Senator on the 4th of March, 1861. On the 22d of January, 1862, he conferred on him the title of Count de Palikao, and submitted to the Corps Legislatif a project of pensioning him, which excited a lively opposition there. The General demanded its withdrawal; the Emperor opposed this, and the project was accepted by the Chamber with a modification On the 22d of June, 1865, he was made, in place of Marshal Canrobert, who was called to Paris, commander of the 4th Army Corps, of which the headquarters are at Lyons, and of the 8th Military Division. He was made commander of the Legion of Honor on the 25d December, 1848, and Grand Officer 28th December, 1859. In 1860, when he was given the grand cross, he could count forty-two years of effective service, twenty-eight campaigns, and one wound.

Marshal Bazaine.

Marshal Francois Achille Bazaine, who has been placed in command of the Imperial Guard and Reserves, is the descendant of a family of soldiers, and was born in 1811. Having finished his studies at the Ecole Polytechnique, he entered the army in 1831, served in Africa in 1832, was promoted from the ranks to a lieutenancy in 1836, and received the cross of the Legion of Honor the field of battle. In 1857 he was sent to Spain with the legion, and when the war of succession closed he went back to Algiers, where he was in the expeditions against Miliauah, Kabylia, and Morocco. For several years he had the superintendentship of Arab affairs in the province of Tlemcen. In 1854, being at the head of the first regiment of the foreign legion, he was appointed to the command of the infantry brigade formed from this legion. He performed valuable service with his men at the siege of Sebastopol, and in particular co-operated in the reduction of Kinburn, one of the outposts of the great fortress. After the retreat of the Russians he was governor of Sebastopol until its final evacuation by the allies. Marshal Bazaine has a special interest for the American people from his connection with the Maximilian expedition to Mexico. He commanded the French contingent, succeeding General Forey as chief in 1863. The success of the Emperor's discipline against the half-armed and half-civilized levies of Mexico was almost as rapid and remarkable as that of Cortez or Pizarro against the aborigines. Oajaca was taken, Juarez put to flight, the triumph was complete. All that was needed was stability. If the day of success was brilliant, the day of reverse was soon to come, and its darkness wiped out even the memory of early good fortune. The termination of the American war and the known disinclination of the United States to foreign interference in American affairs animated the Mexicans with new hopes. Bazaine in council advised Maximilian that the empire was impossible. Bazaine was recalled; Maximilian court-martialled and executed, and Napoleon III suffered such diminution of military prestige and political reputation as can only be restored by the possible successes of war with Prussia.

He was made Commander of the Legion of Honor August 16, 1856, and Grand Cross July 2, 1863. On September 5, 1864, he was made a Marshal of France.

General Changarnier

was, according to the rumors which came from Paris yesterday, to be made a Marshal of France and placed in command of the Reserves, but later despatches state that this command has been given to Marshal Bazaine. General Changarnier is 77 years old, and possibly may not take an active part in the present campaign on account of his extreme age.

Nicolas-Anne Theodule Changarnier, born at Autun (Seine and Loire), April 26, 1793, graduated from St. Cyr in 1815, with the grade of sous-lieutenant, and entered as a simple guard in one of the privileged companies of the body-guard of Louis XVIII. He joined as lieutenant in January, 1815, the 16th Regiment of the line, formed of the provincial legion of the Yonne. In 1823 he engaged with distinction in the Spanish campaign, and became captain the 9th of October, 1825. In 1830 he belonged to the 1st Regiment of the Royal Guard. Returned to the cadets, he was sent to Africa, where he justified, in a series of actions full of vigor and force, his rapid advancement. He took part in the expedition of Mascara in the 2d Light Infantry. Chief of battalion, September 31, 1835, he distinguished himself by his intrepidity and *sang froid* in the campaign of Marshal Clousal against Achmet-Bey, and during the retreat of Constantine upon Bone put to flight numerous bands who annoyed the army (24th November, 1836). He was made lieutenant-colonel January 25, 1837. The part which M. Changarnier took in the expedition of the Portes de Fer obtained him the grade of colonel in the 2d Light Infantry, and his successes against the Hogjoutes and the Kabyles the cross of an officer of the Legion of Honor. After the expedition of Medeah, and the affairs of Colonol de Monzai and Cheliff (1840), he was made marshal of the camp 21st of June. Three years of new and brilliant services, a wound received at Medeah, a vigorous charge of cavalry against a superior force of Kabyles, then the reduction of the tribes about Tenez, who susained Abdel-Kader, caused him to be elevated to the rank of general of division the 3d of August, 1843. In 1847 he received the command of the division of Algiers at the hands of the Duke d'Aumale, Governor-General of Algiers.

When Cavaignac had been made by the provisional government at once general of division and governor of the colony, Changarnier returned to France, and, in a letter, in which he magnified his habit of conquering, asking the republican government to make use of his devotion to France, M. de Lamartine made him Ambassador to Berlin, but he preferred to remain in Paris, and in the outbreak of 16th of April, so dangerous for the provisional government, he put himself spontaneously at the head of the forces which were at the disposition of the government, and re-established order. In the month of May he went to replace General Cavaignac in Algiers, the latter taking a seat in the Senate; but in the election of the 4th of June he was himself chosen representative of the people in the department of the Seine. General Cavaignac having become chief of the executive power confided to M. Changarnier the command of the National Guard of Paris, which he kept after the presidential election, and to which he added, on the 9th of January and 14th of June, 1849, that of the troops of Paris, which reached the number of 100,000 men. After that he occupied an important position in connection with all the events and the political complications of the times His representative and energetic attitude prevented civil war in the streets of Paris on the 29th of January; and the rapidity and severeness of his measures extinguished it on the 13th of June inside the walls of the Conservatory. A declared adversary of republican institutions, he was considered ready to destroy them by violence in the interest of the most opposite of monarchical ambitions, and everybody agreed that he followed the *role* of Monk. After having sustained during two years, in spite of the uneasiness and hostility of the Assembly, the position of President, M. Changarnier showed himself, on the 9th of January, 1851, opposed to the policy of Louis Napoleon, and was deposed from his double command. The Assembly wished, for their own security, to give him in exchange the command of troops destined to protect them, but the proposition was negatived, and M. Changarnier, who had declared in the Chamber that "for the inauguration of the era of the Cæsars there could not be found a battalion, a company, or a squad," could do nothing either to prevent or hinder the *coup d'etat*. Arrested on the morning of the 2d of September, he was conducted to Mazas, where he remained several days, and was then banished from France by the decree of the 9th of January, 1852. He then resided in Belgium, at Malines, refusing to profit by the authority which had been accorded to him to return to his own country. He sent to the French journals on the 21st of March, 1855, a letter opposing the very violent portion of the "Memoires d'un Bourgeois de Paris" of M. Veron, where the latter says that in the month of January, 1849, M. Changarnier, before him and other witnesses, offered to arrest his colleagues, Cavaignac, Charras, Lamoriciere, and other republican generals. After the general amnesty he returned to his estates of the Seine and Loire. He was promoted officer of the Legion of Honor on the 5th of April, 1849.

It will be seen from the above record of his life that his being entrusted with an important command would indicate a desire on the part of the Emperor to conciliate all classes of his subjects.

Marshal Forey,

whose command has not yet been announced, will figure largely in the war, without doubt.

Elie Frederic Forey was born in Paris, January 10, 1804, and, after a preliminary education, admitted to the military school of St. Cyr in 1822, from which he became instructor to the 2d Light Infantry Regiment. He participated in the first expedition to Algiers, to which he returned after garrison duty in the Pyrenees and promotion to a captaincy. He distinguished himself in the battle of Medeah, in the retreat which followed the first siege of Constantine, and at the Iron Gates. In 1840 he was placed at the head of a battalion of *Chasseurs-a-pied*, going through four other Algerian campaigns, and returned to France in 1844 with the rank of colonel. In 1848 he was made a general, and his services to the *coup d'etat*, with his entire adhesion to the cause of Napoleon, were rewarded by the commander's Cross in the Legion. He is accounted an able organizer and tactician. In 1864 he was general of reserve, and in the Crimea held for a short time the command of the troops before Sebastopol. The first division of the army of Paris belonging to the army of the Alps, Forey met the Austrians at Montebello, 20th May, 1859, and after a severe engagement compelled them to retreat. In 1862 he was sent to Mexico with the expeditionary corps that was to place the new Emperor on the throne of that country. He had two divisions of infantry and one of cavalry. His first act was a proclamation giving the Mexicans liberty to vote. This was speedily succeeded by a general sequestration of the property of all those who voted adversely to the pretender. This excited much angry comment; but it seemed to meet the approval of the French Government, for General Forey was made Marshal. Having appointed a provisional government, Forey turned over his command to Bazaine and returned to Paris in October, 1863.

WILLIAM B. THOMAS.

Speech of William B. Thomas Last Evening in West Philadelphia.

At a meeting of citizens of West Philadelphia, held last evening, General William B. Thomas, the opposition candidate to Judge Kelley, made a speech, in which he said:—

Fellow Citizens:—As the people's independent candidate for Congress for the Fourth Congressional district, I cannot but feel the want of an organized party and an active daily press at my back. But the absence of these is a necessary peculiarity of my position. Although I believe I shall be supported by the honest and independent men of both political parties, still I have neither party or press that I can command. I have no party fund to draw upon. I shall not ask any one to contribute to the expenses of the campaign, and I cannot afford to do more than meet such as the most economical expenditures may demand.

I have no organ, and shall not attempt to control any newspaper with money. Hence, if any one of them shall have a kind word to say of me during the progress of the campaign, the public may know that it is not the result of purchase and sale.

The friends of my opponent, knowing that the voters of our district were opposed to his renomination, collected a fund of over $13,000 from some of our leading machinists and manufacturers, who labor under the delusion that their interests at Washingson are safe only in the hands of Judge Kelley, to secure his renomination by the Republican Convention. As much of the sum as was found to be necessary was used to control delegates. Any further sum that may be required in order to subsidize the public press, colonize and purchase voters and reward dishonest election officers, is said by his managing politicians to be within reach, one firm alone pledging itself for $10,000 for that purpose.

Already two of the leading journals, the *Press* and EVENING TELEGRAPH, have entered the list as his chosen organs, both of which commenced their services on the 1st of July, by the publication of false and malicious articles intended to misrepresent and injure me in the estimation of our citizens. Other venal journals, I have no doubt, will be found, during the campaign, who, under the plea of sustaining regular nominations, will commit themselves to the work of misrepresentation and falsehood.

I have now been a voter for thirty-five years, and my first recollection of political strife was in regard to the question of a tariff, or the proper policy to be adopted in the admission of foreign goods into this country. This strife has been renewed since that time at stated intervals by political parties whenever they could find no other question to divide upon. And this controversy has done more to cripple the various industrial interests of the country than all other causes combined. The consequence of making any given subject the issue, about which political parties contend, is to drive both to extremes. Hence the Whig party and its executors aim to fasten the doctrine of free trade upon the Democratic party, whilst the Democratic party charges its adversary with a determination to foster monopolies and special interests at the expense of the people at large.

The true interest of the country will generally be found in the mean between these two extremes, and this middle ground would be adopted by our legislators if they were not driven from it by the reckless denunciation of their opponents on either side. It will be a happy day for our manufacturing, mechanical, and other interests when the tariff ceases to be a political issue, and members of Congress are left to follow the dictates of their best judgment in regard to this question. What we require is a settled policy, and a policy to be enduring must be a moderate one. An extremely low range of duties, or an extremely high range, cannot long prevail. A tariff made in the interest of any particular branch of industry at the expense of others equally important being unjust, cannot endure. It may bring great wealth to the principals who may be fortunate enough to engage in it during the few years in which the bubble is expanding, but the operatives, as well as a majority of the principals, will ultimately be involved in utter ruin.

Legislation should be mainly directed in the interests of the poor, who constitute nine-tenths of our population, and not in that of the rich, who are able to take care of themselves. What the poor man and his family require is daily bread, and not a feast to be followed by a famine. Daily bread can only be obtained by daily employment at fair wages, and constant employment can only result from a settled policy. The issues which have divided the two great political parties for the last ten years having culminated, politicians have been casting about for a new bone of contention, and finding it difficult to find one, a part of the Republican leaders have concluded to call up the ghost of former years and fight the tariff battles over again. This is necessary, also, to divert the attention of the people from the corruption of our leaders at Washington, Harrisburg, and throughout the country, which, having been exposed by all the honest journals of the party, is resulting in independent political action, threatening the defeat of the various combinations and rings in the interest of the plunderers of the public treasury.

As an independent candidate, pledged to reform these abuses, I am made the target against which the heaviest volleys of these corruptions are directed. I am denounced by the ring journals of the Republican party as a Democrat, a free trader, a bolter, a disorganizer, and, as such, am made responsible for all the doctrines these slaves to party think proper to attribute to opposing organizations, and whilst they make the most false and ferocious attacks upon me, they have not one word to say against the regular nominees of the Democratic party.

Now, my fellow citizens, does this not show clearly that their objection is not to what they think proper to denominate my Democratic views, but to my independent position as a reformer, pledging to do all in my power to expose their villainy and reform their wicked and corrupt legislation. Forney's *Press*, of July 1, the day upon which it formally entered the service of the Judge, disregarding all sense of truthfulness, charged me with being the most pronounced free trader in Pennsylvania, and this he professes to infer, not alone from the cautious words he says I dropped on accepting the people's nomination, but from my known utterances on other occasions, and especially by my unrestrained conversation in private life.

As I am a very plain man and use plain language, I now pronounce this statement of Colonel Forney a deliberate falsehood. He refers to my private conversations as evidence of my free trade views. Will he state when he or any of his family, either political or social, heard me express such views? I challenge him to name the occasion and adduce the proof, or stand before the world a convicted calumniator. But Colonel Forney judges also from the cautious words which he says I dropped on accepting my nomination. These expressions of opinion are now on record, and by them I stand. I dare Colonel Forney to open his columns to a free discussion of them. In order that you may know my views on the tariff as then expressed, I read from my speech delivered on the occasion of my nomination:—

"I would adopt as a tariff such a scale of duties as would produce the largest possible sum that could be obtained without doing injustice to any department of industry or any considerable division of the people. In the imposition of these duties I would discriminate so as to give protection to such interests as could be aided without injury to others, and so as to collect the greatest revenue from articles of luxury, which are mainly consumed by the rich. At the same time I would admit the absolute necessaries of life free."

This is my platform on the question of the tariff, and by it I expect to stand during and subsequent to the canvass.

Is this free trade? If it is, then I believe that seventy-five per cent. of the voters of the Fourth Congressional district is in favor of this doctrine. But what must we think of a cause which requires the expenditure of such vast sums of money and resorts to such lying misrepresentations to sustain it?

Colonel Forney considers Judge Kelley the only suitable man in all the Fourth district to represent it in Congress. In order to show how shrewd a judge of human nature is the Colonel, and how accurate a critic of statesmanship is he, and also to enable you to determine how far you can rely upon his judgment as to men and things, I beg leave to read from the *Pennsylvanian* of September 19, 1851, to show his opinion at that time of our distinguished Judge:—

"Kelley now stands before the public blackened with the guilt of shameless inconsistency, personal treachery, and the meanest hypocrisy. We may as well expect the example of Benedict Arnold to produce converts to treason as the nomination of William D. Kelley, under the circumstances, and in violation of a pledge that a brave and honest man would have died rather than have forfeited even by implication, to induce Democrats to abandon their party."

And again, on the 20th of the same month, he writes:—

"It was predicted of William D. Kelley by more than one of his intimate friends, the moment he was appointed judge by the lamented Francis R. Shunk, that he would eventually forget the hand that raised him to power and stab the generous party that took him from obscurity. Those who had used him did not hesitate to despise the shamelessness of an example which in any man would have been regarded as base, but which in a jurist, clothed with sacred powers, was the extreme of infamy. Little more was heard of him for a year or two. His position with the bar was always that of an exceedingly weak man, whose whole stock in trade was that of being a noisy and impudent declaimer, and whose only claim to official favor had been his effectual denunciations of the Whig party. He had few or no legal abilities, and he was too willing to take his opinions ready-made from his more able and painstaking associates."

Since Colonel Forney wrote the above, the Judge and he have kissed and made up, and are closely embraced in the same political bed. The Colonel has received the thirty pieces of silver, and is now blowing the Judge's horn.

Colonel Thomas then refers to Judge Kelley's advocacy of the traffic in coolie Chinese laborers, and defines it as an insulting and fiendish policy. He continues:—

From present appearances, the Pacific Railroad is about to be made one of the greatest curses that could befall the laboring men of the Atlantic States, by being converted into a high road upon which an immense horde of barbarians are to be rapidly introduced, demoralizing our politics and our labor. One of the strongest arguments ever advanced against American slavery, except its intrinsic injustice, was its tendency to depreciate free labor in the free States, and yet it never succeeded in bringing "first-class skilled labor" down to six dollars per month, as proposed by Judge Kelley's organs.

The future of the laboring men of Philadelphia is indeed a dark and gloomy one. The Judge's principal organ "earnestly calls upon intelligence offices and labor agencies of this city to supply our mines, public works, our private grounds, and our homes with this cheap labor, the most skilful of which can be furnished by these Chinese agencies for less than six dollars per month."

This alarming appeal by one of the leading journals of Philadelphia should be heeded by our laboring population before it becomes forever too late. Allow Koopmanschoop to succeed in delivering his October cargo of slaves, or any part of it, in this city, and the future may be easily seen.

However indisposed such respectable employers as Matthew Baird, William Sellers, Bement & Dougherty, and others, may be to employ such labor, and however willing they may be to pay their men such wages as free men are entitled to receive, they will be driven in a very short time by force of competition to employ the cheap labor engaged by other employers in other cities, and we shall soon see these mills and shops filled with Chinese laborers: our parks being graded, and our streets repaired by pig-tails; our mines worked by orientals, and our kitchens and sewing-rooms supplied by labor of the same character, to the exclusion of our own industrious females.

The effect of all this must be to displace our native-born and adopted citizens from their present places of employment, and crowd them upon other departments of industry, and thus bring down the wages of labor, as proposed by the *Press*, to six dollars per month, or less. It does appear that Judge Kelley and his two organs, in thus desiring to reduce the wages of labor, and at the same time to retain the highest rate of duty on such necessaries of life as coal, salt, etc., are disregardful of the interests of the poor, in their extreme anxiety to increase the wealth and add to the comforts and luxuries of the rich.

Ordinary and natural emigration from China cannot be prevented, but the undue stimulus given to it by such slave dealers as Koopmanschoop, who seeks by a system of peonage to supply all our labor establishments with workmen, introducing them by thousands, should be resisted by our citizens by every means within their power.

SPECIAL NOTICES.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE STATE OF PENNSYLVANIA BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to increase the same to ten millilion dollars.

☞ OFFICE OF THE PHILADELPHIA AND READING RAILROAD CO., No 227 South FOURTH Street.

PHILADELPHIA, June 22, 1870.

NOTICE.—In accordance with the terms of the lease and contract between the East Pennsylvania Railroad Co. and the Philadelphia and Reading Railroad Co., dated May 19, 1869, the Philadelphia and Reading Railroad Co. will pay at their office, No. 227 South FOURTH st., Philadelphia, on and after the 19th day of JULY, 1870, a dividend of $1·50 per share, clear of all taxes, to the stockholders of the East Pennsylvania Railroad Co., as they shall stand registered on the books of the said East Pennsylvania Railroad Co. on the 1st day of July, 1870.

All orders for dividends must be witnessed and stamped.

S BRADFORD, Treasurer.

Note.—The transfer books of the East Pennsylvania Railroad Co. will be closed on July 1 and reopened on July 11, 1870.

HENRY C. JONES, 6 22 1m Treasurer East Pennsylvania Railroad Co.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE ANTHRACITE BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to increase the same to two million dollars.

☞ PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1870.

DIVIDEND NOTICE.

The Transfer Books of this Company will be closed on the 7th of July next and reopened on Wednesday, July 20.

A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 22d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office.

All orders for dividends must be witnessed and stamped.

S. BRADFORD, 6 29 1m Treasurer.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE SOUTHWARK BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE, 5 30 tf No. 118 MARKET St., General Agent.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE IRON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

☞ THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tuths

☞ TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant!
Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philadelphia.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE KEYSTONE STATE BANK, to be located at Philadelphia, with a capital of two hundred and fifty thousand dollars, with the right to increase the same to five hundred thousand dollars.

☞ HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 28

PROPOSALS.

PROPOSALS FOR NAVAL MATERIAL.

NAVY DEPARTMENT,
BUREAU OF EQUIPMENT AND RECRUITING,
July 11, 1870.

SEALED PROPOSALS to furnish materiel for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 10 o'clock A. M. of the 5th of August next, at which time the proposals will be opened.

The proposals must be addressed to the "Chief of the Bureau of Equipment and Recruiting, Navy Department, Washington," and must be indorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters.

Printed schedules for any class, together with instructions to bidders, giving the forms of proposal, of guarantee, and of certificates of guarantors, will be furnished to such persons as desire to bid on application to the commandants of the respective navy yards, and those of all the yards on application to the Bureau.

The Commandant of each navy yard and the purchasing Paymaster of each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, and all applications for information or for the examination of samples must be made to the Commandants of the respective yards.

The proposals must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides that he has a license to deal in the articles for which he proposes, and he must further show that he is a manufacturer of or a regular dealer in the articles which he offers to supply. The guarantors must be certified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid or any which it may deem exoroitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department. As additional security, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandant of the respective yards, will be paid by the Paymaster of the station designated in the contract in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:—

No. 1—Flax Canvas, etc.	No. 13—Soap and Tallow.
No. 2—Cotton Canvas, etc.	No. 14—Ox hides for rope.
No. 3—Cotton Hammock Bag and Cot stuff.	No. 15—Brushes.
	No. 16—Ship Chandlery.
No. 4—Iron and Steel.	No. 17—Tar and Tar Oil.
No. 5—Galley Iron.	No. 18—Stationery.
No. 7—Chain Iron.	No. 19—Dry Goods.
No. 8—Hardware.	No. 20—Firewood and coal.
No. 9—Cooking Utensils.	
No. 11—Tin and Zinc.	No. 21—Sand.
No. 12—Leather.	

CHARLESTOWN NAVY YARD.
Classes Nos. 2, 3, 4, 8, 9, 12, 13, 14, 15, 16, 17, 18, 20.

BROOKLYN, NEW YORK.
Classes Nos. 1, 2, 3, 8, 9, 12, 13, 15, 16, 17, 18, 19, 20, 21.

PHILADELPHIA.
Classes Nos. 2, 8, 12, 16, 17, 18, 19, 20.

WASHINGTON.
Classes Nos. 2, 4, 5, 6, 7, 8, 11, 12, 13, 16, 17, 18, 20.

NORFOLK.
Classes Nos. 2, 3, 8, 9, 11, 12, 13, 15, 16, 17, 18, 19, 20.

PORTSMOUTH, N. H.
Classes Nos. 2, 8, 12, 13, 16, 17, 18, 19, 20, 21. 7 12 tu4w

PROPOSALS FOR CLOTHING AND CLOTHING MATERIALS.

NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,
July 1, 1870.

Sealed Proposals, indorsed "Proposals for Clothing," will be received at this Bureau until 2 o'clock P. M, on the 27th day of July, 1870, for the supply of the following articles, viz.:—

50,000 yards Dark Blue Flannel.
10,000 yards Blue Nankin.
10,000 yards Barnsley Sheeting.
25,000 pairs Woollen Socks.
8,000 pairs Calf Shoes.
4,000 pairs Kip Shoes.

The above-mentioned articles must be delivered at the Navy Yard, New York, within ninety days from the date of contract, and must conform to navy standard, and be equal in all respects to the samples at the several Navy Yards, and must pass the usual inspection.

The Flannel must be all wool, twilled, and wool-dyed with pure indigo, and must be in pieces of about fifty yards in length, twenty-seven inches wide, weighing five and one-half ounces per yard, and to have a list on each edge of four white woollen threads woven in the whole length of the piece; the pieces to be rolled separately without cloth boards, and no piece to have a less average weight than five and four-tenths ounces per yard. The quality and color of the flannel to be equal to the samples at the several inspections.

The Nankin must also be pure indigo-dyed.

The Sheeting must be free from cotton, eighty inches in width, weighing twelve ounces and thirty-one one-hundredths per yard, texture 4 by 4 to 1-16 inch.

The Shoes must be delivered in boxes made of seasoned white pine, planed and tongued and grooved; sides, top, and bottom five-eighth inch thick, and the ends one inch thick; the sides to be nailed to the bottom, and the top to be secured by not less than ten one and three-fourth inch screws, one screw at each end of the box, to be counter sunk one quarter inch by one and one-quarter inch in diameter.

The sizes of the Socks and Shoes must conform to the schedule to be supplied by the inspector at New York.

Bonds, with approved security, will be required in one-quarter the estimated amount of the contract, and twenty per cent. in addition will be withheld from the amount of each payment as collateral security for the due performance of the contract, which reservation will not be paid until the contract is fully complied with.

Every offer must be accompanied by a written guarantee, signed by one or more responsible persons, that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within five days, with good and sufficient sureties, to furnish the articles proposed.

No proposals will be considered unless accompanied by such guarantee, *nor from any parties who are not bona fide manufacturers of or regular dealers in the articles they offer to furnish*, in conformity with the second section of the joint resolution approved March 3, 1863.

The Department reserves the right to reject any proposals unless the responsibility of the guarantors is certified to by the Assessor of Internal Revenue for the district in which they reside; and unless the license required by act of Congress is furnished with the proposal, as well as to reject any proposal not considered advantageous to the Government.

E. T. DUNN, 7 2 ifust Chief of Bureau.

FURNITURE.

RICHMOND & CO.,
FIRST-CLASS
FURNITURE WAREROOMS
No. 45 SOUTH SECOND STREET,
EAST SIDE, ABOVE CHESNUT,
6 13 PHILADELPHIA

FURNITURE
Selling at Cost,
No. 1019 MARKET Street.
4 18 3m G. R. NORTH.

WATCHES, JEWELRY, ETC.

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 21 Second floor, and late of No. 35 S. THIRD St.

CLOCKS.
TOWER CLOCKS.
MARBLE CLOCKS.
BRONZE CLOCKS.
COUCOU CLOCKS.
VIENNA REGULATORS.
AMERICAN CLOCKS
G. W. RUSSELL,
No. 22 NORTH SIXTH STREET.

PIANOS.

ALBRECHT,
RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
3 24 WAREROOMS, No. 610 ARCH Street.

PROPOSALS.

PROPOSALS FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

POST OFFICE DEPARTMENT, July 11, 1870.

SEALED PROPOSALS will be received until 12 o'clock M., on the 11th days of August, 1870, for furnishing all the "Stamped Envelopes" and "Newspaper Wrappers" which this Department may require during a period of four (4) years, commencing on the 1st day of October, 1870, viz:—

STAMPED ENVELOPES.

No. 1. Note size, 2¾ by 5⅛ inches—two qualities.
No. 2. Ordinary letter size, 3 5-16 by 5⅛ inches—three qualities
No. 3. Full letter size, 3⅝ by 5⅛ inches—three qualities.
No. 4. Full letter size, (for circulars), ungummed on flap, 3¾ by 5⅛ inches—one quality.
No. 5. Extra letter size, 3⅝ by 6⅛ inches—three qualities.
No. 6. Extra letter size, 3⅝ by 6⅛ inches (for circulars,) ungummed on flap—one quality.
No. 7. Official size, 3 15-16 by 8⅝ inches—two qualities.
No. 8. Extra official size, 4⅛ by 10¼ inches—one quality.

STAMPED NEWSPAPER WRAPPERS.

Six and a five-eighths by 9½ inches (round cut)—one quality.

EMBOSSING, WATER-MARKS, PRINTING, RULING PAPER STYLE OF MANUFACTURE.

All of the above Envelopes and Wrappers must be embossed with postage stamps, of such denominations, styles, and colors, must have such water-marks or other devices to prevent imitation, and bear such printing and ruling as the Postmaster-General may direct. The envelopes must be made in the most thorough manner, equal in every respect to the samples furnished to bidders by the Department. The paper must be of approved quality, specially manufactured for the purpose.

Whenever envelopes are order of the styles known as "Black-lined" or "Self-ruled," lines printed inside, or ruled on the face), the same shall be furnished without additional cost, the contractor to pay all charges for royalty in the use of patented inventions for said lined or ruled envelopes.

DIES.

The dies for embossing the postage stamps on the envelopes and wrappers are to be executed to the satisfaction of the Postmaster-General, in the best style, and they are to be provided, renewed, and kept in order at the expense of the contractor. The Department reserves the right of requiring new dies for any stamps, or denominations of stamps not now used, and any changes of dies or colors shall be made without extra charge.

Before closing a contract the successful bidder may be required to prepare and submit new dies for the approval of the Department. The use of the present dies may or may not be continued.

The dies shall be safely and securely kept by the contractor, and should the use of any of them be temporarily or permanently discontinued they shall be promptly turned over to the Department, or its agent, as the Postmaster-General may direct.

GUM.

The envelopes must be thoroughly and perfectly gummed, the gumming on the flap of each (except for circulars) to be put on by hand not less than half an inch the entire length; the wrappers to be also hand-gummed not less than three-fourths of an inch in width across the end.

SECURITY FROM FIRE AND THEFT.

Bidders are notified that the Department will require, as a condition of the contract, that the envelopes and wrappers shall be manufactured and stored in such a manner as to insure security against loss by fire or theft.

The manufactory must at all times be subject to the inspection of an agent of the Department, who will require the stipulations of the contract to be faithfully observed.

PACKING.

All envelopes and wrappers must be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes, securely bound on all the edges and corners with cotton and linen cloth, gl

NEWS SUMMARY.

City Affairs.

—A meeting of journeymen house-painters was held last evening at the hall, Eighth and Locust streets. Reports were made showing that the members of the association now number 534, and that all or nearly all of them are employed at the wages adopted by the association, $3 per day. The report of the Finance Committee showed an outstanding indebtedness of about $1500, and a balance in the treasury of over $500. After some unimportant business, the meeting adjourned.

—The will of John Kean, admitted to probate yesterday, contains the following bequests:—To the Sisters of the Immaculate Heart of Mary of the Church of St. John the Baptist, $100; to the Church of St. John the Baptist, for its improvement and benefit, $100.

—A race took place yesterday at Point Breeze between the horses Squire and mate and Jesse and mate, to wagons, best two in three. The race was won by Squire and mate. Time, 2·48¾ and 2·49½.

Domestic Affairs.

—Gold closed yesterday at 120⅜.

—The new bonds will probably be ready in six weeks.

—No change in the Prussian mission is contemplated by the President.

—Official news from Europe relative to the war is very scarce at Washington.

—In a difficulty on a Mississippi steamboat on Sunday, two negroes were shot and killed.

—In future all repairs to the Asiatic fleet will be made at Mare Island Navy Yard, California.

—Postmaster-General Creswell has ordered the transmission of the German mails by the Cunard steamers.

—Yesterday morning the steamboat Rightway exploded on the Mississippi. Nine persons were killed and a number wounded.

—Minister Bancroft yesterday telegraphed the Secretary of State that a number of American securities had been thrown on the Berlin market.

—About a thousand Germans met in Baltimore last evening to express sympathy with Prussia and to make arrangements for a grand mass meeting on Friday. Committees have been appointed to collect funds for the families of soldiers who may fall in the war.

GUARDIANS OF THE POOR.

At the regular meeting of the Board of Guardians of the Poor held yesterday the following standing committees were announced:—

Accounts—Messrs. Woodward, Simmons, and Naylor.

Children's Asylum—Messrs. Veree, Sewer, and Collins.

Manufacturing Department—Messrs. Bullock, Parker, and Simmons.

Farm and Garden—Messrs. Collins, Woodward, and Armstrong.

Classification and Diet—Messrs. Simmons and Veree.

Hospital—Messrs. Haines, Naylor, and Collins.

Heating and Ventilation—Messrs. Naylor, Haines, and Collins.

Insane Department—Messrs. Armstrong, Haines, and Veree.

Out Wards—Messrs. Server, Haines, and Parker.

Support Cases—Messrs. Server, Woodward, Bullock, and Parker.

Supplies.—August—Messrs. Naylor, Woodward, Simmons; September—Woodward, Simmons, Parker; October—Simmons, Parker; November—Bullock, new member; December—New member, Bullock, Veree; January—Bullock, Veree, Armstrong; February—Veree, Armstrong, Collins; March—Armstrong, Collins, Haines; April—Collins, Server, Haines; May—Haines, Server, Naylor; June—Server, Naylor, Veree; July—Naylor, Woodward, Parker.

A resolution was adopted providing that a Building Committee, composed of the chairman of each of the several standing committees of the board, be and they are hereby appointed for the purpose of carrying out the intent of an ordinance entitled "an ordinance to make an appropriation for the enlargement of the buildings of the Insane Department of the Blockley Almshouse," approved the 13th day of July, 1870.

THE WAR.

Position of the Belligerent Powers—No Battle Yet Fought—Is Prussia Prepared or Not?—Sarrelouis Said to be Bombarded.

PARIS, July 18—4 P M.—News has been received direct from the seat of war. Up to 1 o'clock P. M. there had been no bloodshed.

STOPPING WAR DEMONSTRATIONS.

The Prefect of Police has issued a proclamation, requesting citizens of Paris to make no more war demonstrations.

NO ACT OF WAR YET COMMITTED.

PARIS, July 18.—According to a statement in *La Liberte* this morning, neither France nor Prussia has yet issued a formal proclamation or committed a technical act of war. Each power hesitates to be the aggressor. *La Liberte* shows that both Count Benedetti and Baron von Werther withdrew from their respective posts of their own accord, and contradicts the report that passports had been sent to the Count de Solmes, the Charge d'Affaires of the Prussian Legation, who up to last night remained at the Embassy in Paris.

PRUSSIA NOT DESIROUS TO BEGIN THE WAR.

La Liberte looks on the fact as one of much significance, and explains it as follows:—The Count de Solmes declares that his Government does not desire to begin the war; that it does not wish to assume the responsibility, and still relies on the wisdom and conciliatory spirit of the Emperor. In accordance with this view, the Prussian Charge admits that he has been instructed not to ask for his passports; but if the Court of the Tuileries chooses to take the initiative and send him his passports, he will consider the act as an expulsion, and will withdraw with the entire Legation. This situation cannot last long.

WAR PROCLAMATION EXPECTED BY THE CHAMBERS.

The French Chambers expect to receive tomorrow the proclamation by the Emperor declaring war, which, of course, will put an end to all diplomatic delays.

MILITARY MOVEMENTS TO BE KEPT QUIET.

The ministry have submitted to the Corps Legislatif the project of a law prohibiting the publication in the public journals of information regarding the movements of troops and military operations. Violations of the law are to be punished by a fine of from 5000 to 10,000 francs, and a second offense will render the journal liable to suspension.

MORE SUPPLIES ASKED.

The Minister of Finance has asked of the Corps Legislatif a supplemental credit in 1870 of 440,000,000 francs for the war budget, 60,000,000 for the navy, 50,000,000 for the Ministry of Finance, and 40,000,000 for the Ministry of the Interior.

SUBSCRIPTIONS FOR THE ARMY.

Patriotic subscriptions for the army continue to be taken up throughout the country, and large sums of money have already been received. The journalists of Paris and the provinces have appointed a committee to receive subscriptions, with Emile de Girardin as President. The Prefect of the Seine has placed offices in the public buildings at the service of the committee for the collection of subscriptions.

COUNCIL OF WAR AT THE TUILERIES.

PARIS, July 18—Evening.—A council of ministers and a council of war were held at the Tuileries to-day, at both of which the Emperor presided.

PRUSSIA NEVER BETTER PREPARED.

LONDON, July 18.—General Moltke stated in the Prussian Cabinet Council that Prussia was never better prepared for war than at the present time.

THE FRENCH ARMY HAS FIVE DAYS' START.

Private advices received represent that the French army has a start of five days on that of Prussia.

RUMORED BOMBARDMENT OF SARRELOUIS.

There is a rumor in circulation that French troops have commenced bombarding the town of Sarrelouis.

PRUSSIAN COMMANDERS.

Crown Prince Frederick William has departed from Munich. The chief command of the South German armies has been conferred upon him. His cousin, Prince Frederick Charles, is to command the troops of the North.

PRUSSIAN ARMY MOVEMENTS.

Prussian troops are pressing westward. Some have received counter orders, which are, perhaps, on account of apprehensions respecting Austria.

REMOVAL OF LIGHTS AND BUOYS FROM THE GERMAN COAST.

LONDON, July 18.—The Prussian Government announces the removal of all lights buoys, and other guides of navigation from the German coast.

OCCUPATION OF BELGIUM BY ENGLISH TROOPS.

The *Globe* has an article to-day foreshadowing the occupation of Belgium by English troops.

BRINGING HOME THE PRINCESS ALEXANDRA.

A British frigate has been despatched to Copenhagen to bring back the Princess Alexandra, now on a visit to the royal family.

AN UNFOUNDED STATEMENT.

PARIS, July 18.—The American organ here says a legion of American volunteers is organizing to aid France. The statement is unfounded.

CHINA.

THE PEKIN MASSACRE CONFIRMED.

ST. PETERSBURG, July 17.—Later and authentic advices from Tientsin by telegraph, through Siberia, confirm the previous report of the massacre of foreigners in China. The outrages were committed on the 10th of June. The natives set fire to and destroyed the French establishments, but left those of the Germans untouched. The representatives of the foreign powers at Pekin had addressed a joint note to the Chinese Government demanding the punishment of the rioters and indemnity for the losses sustained.

A TEXAS EDITOR WHO COULD NOT APPRECIATE A CLEAN SHIRT.—Whenever anybody does anything particularly absurd he is immediately located in Texas, and if some person wishes to perpetrate a joke, as to whose excellence he is somewhat in doubt, he ascribes it to a Texas editor, thereby clearing his own skirts of all responsibility in the premises. The Texas editor is made to suffer in various ways, and he is accordingly a most convenient creature. "Editors," we are told, for instance, by some exceedingly droll writer, "have a first-rate time in Texas. The ladies of a town out there have given to the editor of the paper an embroidered shirt which contains a pictorial history of Texas, including the war with Mexico, and meeting of the first Legislature, and also pictures of the fruits and cereals of the State, all worked in red and worsted. The editor never wore a shirt in his life, and he thought it was a banner for the temperance procession which was to come off the next week. So he made a little speech of thanks, in which he said he would "fling it out forever to the breezes of heaven, that they might kiss its folds, and that, until his hand palsied, it should never be trailed in the dust—never!" The ladies didn't understand him; and when he talked about its trailing they blushed, and said they were sorry they made it too long. But a committee man took the editor aside and explained the shirt to him in a whisper, and the next day he appeared at the office with that shirt mounted over his coat and wrote four columns of explanation for his paper. The shirt is much admired by the boys of the town, and whenever the editor goes out for a walk they follow him in regiments, studying the history of Texas and the fine arts off the back of it.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	4·44	MOON RISES	11·25
SUN SETS	7·27	HIGH WATER	6·09

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.				
South America	Rio Janeiro	New York	June	25
Parana	London	New York	July	2
Malta	Liverpool	New York	July	5
Calabria	Liverpool	New York v B.	July	5
Italy	Liverpool	New York	July	6
Dacian	Glasgow	New York	July	6
France	Liverpool	New York	July	8
C. of Wash'ton	Liverpool	New York	July	7
Colorado	Liverpool	New York	July	7
Scotia	Liverpool	New York	July	9
City of Dublin	Liverpool	New York	July	9
Anglia	Glasgow	New York	July	9
Westphalia	Havre	New York	July	9
Hanover	Havre	New York	July	9
C. of Mexico	Vera Cruz	New York via H.	July	9
FOR EUROPE.				
Silesia	New York	Hamburg	July	19
Java	New York	Liverpool	July	20
Colorado	New York	Liverpool	July	20
Abyssinia	New York	Liverpool	July	21
Frankfort	New York	Bremen	July	21
Cambria	New York	Glasgow	July	23
Erin	New York	Liverpool	July	23
C. of Wash'ton	New York	Liverpool	July	23
Lafayete	New York	Havre	July	23
Weser	New York	Bremen	July	23
C. of Antwerp	New York	Liverpool via H.	July	26
Wisconsin	New York	Liverpool	July	27
Hannover	New York	Bremen	July	28
Parana	New York	London	July	30
France	New York	Liverpool	July	30
Anglia	New York	Glasgow	July	30
C. of Paris	New York	Liverpool	July	30
America	New York	Bremen	July	30
COASTWISE, DOMESTIC, ETC.				
Pioneer	Philadelphia	Wilmington	July	19
Yazoo	Philadelphia	New Orleans	July	20
Arizona	New York	Aspinwall	July	20
Columbia	New York	Havana	July	21
J. W. Everman	Philadelphia	Charleston	July	22
Wyoming	Philadelphia	Savannah	July	23
St. Louis	New York	New Orleans	July	23
Merrimack	New York	Rio Janeiro, etc.	July	23
Prometheus	Philadelphia	Charleston	July	29

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Pioneer, Wheeler, Wilmington, N. C., Philadelphia and Southern Mail Steamship Co.

Str W. Whilldin, Riggins, Baltimore, A. Groves, Jr.

Str Comstock, Drake, New York, W. M. Baird & Co.

Br. brig Velocity, Darrell, St. Kitts via Little River, Ga., Lennox & Burgess.

Brig Kodiah, Downing, New York, Warren & Gregg.

Schr Nellie Belle, Stahl, Salem, Mass., Lennox & Burgess.

Schr Sarah Bruen, Fisher, Wilmington, N. C., Chas. Haslam & Co.

Br. schr Star, Johnson, Wilmington, N. C.

ARRIVED YESTERDAY.

Steamship J. W. Everman, Hinckley, 60 hours from Charleston, S. C., with cotton, etc., to Souder & Adams.

Steamship Fairbanks, Howe, 24 hours from New York, with mdse. to John F. Ohl.

Steamer Norman, Nickerson, 48 hours from Boston, with mdse. and passengers to H. Winsor & Co. Off Duck Creek passed bark Johann Benjamin, from Liverpool, and schr J. P. Clayton, from ——; off the Brandywine, brig Hunter, from Sisal. Passengers:—Mr. D. Harriman, Mr. H. N. Storey, Mr. George McGee, Mr. George Doane, Mr. H. Jones, Mr. Lambert and wife, Mr. H. Winsor, Mrs. J. F. Rice, Mrs. C. Stephenson.

Steamer Mars, Grumley, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer M. Massey, Smith, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer United, Rogers, 4 days from Hartford, with mdse. to Chas. Haslam & Co.

Brig Callao, Buckman, 7 days from Sagua, with sugar to S. & W. Welsh—vessel to Warren & Gregg.

Schr R. C. Thomas, Crock, from Kennebec, with ice to Knickerbocker Ice Co.—vessel to Warren & Gregg.

Schr Teaser, Henley, 7 days from Pensacola, with lumber to W. A. Levering—vessel to Warren & Gregg.

Schr Stephen Morris, Seaman, 6 days from Richmond, Me., with ice to Penn Ice Co.

Schr Nellie Bell, Stahl, from Waldeboro', Me., via Bridgeport, Ct., with mdse. to Lennox & Burgess.

Schr Roxie Conner, Terry, 1 day from Frederica, Del., with grain to Christian & Co.

Schr A. H. Cain, Simpson, 6 days from Savannah, with old iron to A. Whitney & Sons—vessel to Chas. Haslam & Co.

Schr Onward, Evans, 2 days from Indian River, with lumber to Collins & Co.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, July 18.—Four barges leave in tow to-night, for Baltimore, light.

BALTIMORE BRANCH OFFICE, July 18.—The following barges leave in tow to-night, eastward:—

General Keim, C. A. Dornfield, F. McWilliams, Ada Virginia, M. F. Hanigan, Hydeville, Catharine Moan, Peter Tanney, and Thomas Maloney, all with coal for New York. L. S. C.

(*By Telegraph.*)

LEWES, Del., July 18.—Went to sea yesterday, ships Wyoming, for Liverpool; Henry Sanford; and Eliza McLaughlin; barks Guanape, for Brazil, and John S. Harris; brig Rio; schr McCarthy, and several schooners unknown.

At the Ledge last night a deeply loaded bark, and two brigs at Bombay Hook.

Left for Philadelphia this morning, brig Hunter.

A four-and-aft steamer passed in at 9·30 this morning.

A large three-masted schooner is now lying at the Brown, and one schooner coming down.

Wind S. Thermometer, 96.

MEMORANDA.

Steamer Wisconsin, from Liverpool, arrived at New York yesterday.

Steamer Centipede, Doughty, hence, at Boston 17th inst.

Steamer Empire, Hunter, hence, at Richmond 16th inst.

Steamer Bienville, Baker, from New Orleans 8th, via Havana 13th inst., at New York yesterday.

Steamer George Cromwell, Clapp, at New Orleans 16th inst. from New York.

Steamer Mariposa, Kemble, cleared at New Orleans 16th inst. for New York.

Steamer Hercules, Ketchum, cleared at Georgetown, D. C., 16th inst. for Portland.

Steamer Virginia, Kennedy, cleared at Galveston, 11th inst. for New York.

Bark Veteran, Catheart, for Philadelphia, cleared at Boston 16th inst.

Bark ——, signal white, with red letter D in centre, bound west, was passed 14th inst. at 8 A. M., lat. 38 39, long. 72 01.

Brig Susan Bergin, Davis, sailed from Tarragona 23d ult. for Cette and Philadelphia.

Schr D. A. Berry, Walton, from Providence for Philadelphia, at New York 16th inst.

Schr Flight, Crowell, at Portland 15th inst. from Portsmouth, to load for Philadelphia.

Schr Charles S. Moller, Brown, from Boston for Philadelphia, sailed from Holmes' Hole 16th inst.

Schr James Selsey, from New Haven for Philadelphia, passed Hell Gate 17th inst.

Schr John C. Henry, Dilks, from Nantucket for Philadelphia, at Holmes' Hole A, M. 16th inst., and sailed again

Schr W. N. Gesner, Egbert, for Philadelphia, sailed from Richmond 16th inst.

Schr Mary and Francis, McAndrews, sailed from Richmond 15th inst., for Trenton, N. J., via James River.

Schrs Sarah Cobb; C. W. Locke, Huntley; and J. T. Weaver, Weaver, for Philadelphia, cleared at Boston 16th inst.

Yacht Delaware, hence for Richmond, with the Harmony Boat Club, arrived at Fortress Monroe yesterday.

MISCELLANY.

The Prussian Government announces the removal of all lights, buoys, and other guides of navigation from the German coast.

Brig Martha, Cassidy, 14 days from Mobile, bound to Portland, Me., put into New York 17th inst., in consequence of sickness among the crew.

Schr Eliza and Rebecca, Ireland, from Fall River for Philadelphia, went ashore on the rocks on the south end of Prudence Island, on the evening of the 14th inst., at the top of high water, and was got off by U. S. revenue steamer Moccasin, Captain Baker, without damage, and proceeded.

Schr A. Denike, Jones, 27 days from Galveston, bound to Havre, put into New York 17th inst. for repairs, having on the 13th inst., in lat. 34 22, long. 75 05, discovered the vessel to be leaking to the extent of about 600 strokes per hour. Not considering it safe to proceed on the voyage, came to New York for examination and repairs.

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,

No. 126 Walnut and 21 Granite Sts.,

IMPORTERS OF

Brandies, Wines, Gin, Olive Oil, Etc.,

WHOLESALE DEALERS IN

PURE RYE WHISKIES.

IN BOND AND TAX PAID. 28 2p§

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies, No. 146 North SECOND Street, Philadelphia.

PATENTS.

UNITED STATES PATENT OFFICE, WASHINGTON, D. C., July 8, 1870.

On the petition of EDWIN KILBURN, of St. Louis, Mo., ARTEMAS KILBURN and CHENEY KILBURN, of Philadelphia, Pa., praying for the extension of a patent granted to them on the 7th day of October, 1856, for an improvement in Method of Bending Wood, it is ordered that the testimony in the case be closed on the 6th day of September next, that the time for filing arguments and the Examiner's report be limited to the 16th day of September next, and that said petition be heard on the 21st day of September next.

Any person may oppose this extension.

SAMUEL S. FISHER, Commissioner of Patents.

7 12 tu3w

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.

MUNDY & HOFFMAN.

CORDAGE, ETC.

WEAVER & CO.,

ROPE MANUFACTURERS

AND

SHIP CHANDLERS,

No. 29 North WATER Street and

No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 23 N. WATER St and 22 ARCH Avenue.

SHIPPING.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,

are now receiving freight at

5 cents per 100 pounds,

2 cents per foot, or 1-3 cent per gallon, ship option.

INSURANCE ¼ OF 1 PER CENT.

Extra rates on small packages iron, metals, etc.

No receipt or bill of lading signed for less than 50 cents.

The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.

For further particulars apply to

JOHN F. OHL, 28§ PIER 19, NORTH WHARVES.

FOR TEXAS PORTS.

THE STEAMSHIP YAZOO

WILL SAIL FOR NEW ORLEANS DIRECT,

On WEDNESDAY, July 20, at 8 A. M.

Through bills of lading given in connection with Morgan's lines from New Orleans to Mobile, Galveston, Indianola, Lavacca, and Brazos, at as low rates as by any other route.

Through bills of lading also given to all points on the Mississippi river, between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Company.

For further information apply to

WILLIAM L. JAMES, General Agent, 7 11 6t No. 130 S. THIRD Street.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The YAZOO will sail for New Orleans direct, on Wednesday, July 20.

The YAZOO will sail from New Orleans, via Havana on Friday July 1.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos and to all points on the Mississippi rivers, between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The WYOMING will sail from Savannah on Saturday, July 23, at 8 A. M.

The TONAWANDA will sail for Savannah on Saturday, July 30.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Tuesday, July 19, at 6 P. M. Returning, will leave Wilmington Saturday, July 9th.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent. 6 15 No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER, Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 8 A. M.:—

ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.

JULY, 1870.

Prometheus, Friday, July 1.
J. W. Everman, Friday, July 8.
Prometheus, Friday, July 15.
J. W. Everman, Friday, July 22.
Prometheus, Friday, July 29.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch. Rates as low as by any other route.

Insurance one-half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

SOUDER & ADAMS, Agents, No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO., No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE. THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUTONOE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pier 7 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Washington, Saturday, July 23, at 2 P. M.
City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of Paris, Saturday, July 30, at 7 A. M.
City of London, Saturday, August 6, at 2 P. M.

and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULK, Agents, 4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK, via Delaware and Raritan Canal. EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & Co., Agents, No. 12 South DELAWARE Avenue.
JAMES HAND, Agent. No. 119 WALL Street, New York. 3 4§

FOR NEW YORK, VIA DELAWare and Raritan Canal. SWIFTSURE TRANSPORTATION COMPANY

DESPATCH AND SWIFTSURE LINES, Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commissions.

Freights taken on accommodating terms.

Apply to WILLIAM M. BAIRD & CO., Agents, 5 4 No. 123 South DELAWARE Avenue.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO., No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents. Captain JOHN LAUGHLIN, Superintendent. Office, No. 12 South Wharves, Philadelphia. 4 11§

UMBRELLAS—CHEAPEST IN THE CITY. SIMON'S, No. 27 S. EIGHTH Street. 10 15 m6§

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES

On Vessels, Cargo and Freight to all parts of the world.

INLAND INSURANCES

On goods by river, canal, lake and land carriage all parts of the Union.

FIRE INSURANCES

Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY November 1, 1869.

$200,000 United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000 United States Six Per Cent. Loan (lawful money)	107,750·00
50,000 United States Six Per Cent. Loan, 1881	50,000·00
200,000 State of Pennsylvania Six Per Cent. Loan	213,250·00
200,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000 State of New Jersey Six Per Cent. Loan	92,000·00
20,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	650·00
25,000 Pennsylvania Railroad Second mortgage Six per Cent. Bonds	23,625·00
15,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
80,000 State of Tennessee Five Per Cent. Loan	25,000·00
7,000 State of Tennessee Six Per Cent. Loan	4,270·00
13,500 Pennsylvania Railroad Company, 270 shares stock	14,000·00
5,000 North Pennsylvania Railroad Company, 100 shares stock	3,900·00
10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
$46,900 Loans on Bond and Mortgage, first liens on City Properties	$46,900·00
$1,281,400 Par. Market value, Cost, $1,216,622·27.	$1,255,270·0
Real Estate	36,000·00
Bills Receivable for Insurances made	$22,700·76
Balances due at Agencies:—	
Premiums on Marine Policies, Accrued Interest, and other debts due the Company	65,097·96
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740·20
Cash in Bank	$168,318·88
Cash in Drawer	972·26
	169,291·14
	$1,852,100·04

DIRECTORS.

Thomas C. Hand,	Samuel B. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Joseph H. Seal,	Spencer McIlvain,
Hugh Craig,	H. Frank Robinson,
John D. Taylor,	J. B. Semple, Pittsburg,
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THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 1 1

Life Insurance for the People!

HOMESTEAD

LIFE INSURANCE COMPANY

OF PENNSYLVANIA,

OFFICE:

No. 701 CHESNUT Street,

PHILADELPHIA,

To place Life Insurance within reach of all, has adopted a system of

MONTHLY PAYMENT OF PREMIUMS

Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's

GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.

B. E. DAVIS, Superintendent of Agencies. [4 9 6m

Active and responsible men wanted as Agents.

1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '70, $2,825,731·67

CAPITAL $400,000·00
ACCRUED SURPLUS AND PREMIUMS 2,425,731·67

INCOME FOR 1870, $810,000. LOSSES PAID IN 1869, $144,908·42.

Losses paid since 1829 over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. [2 19
THEODORE M. REGER, Assistant Secretary.

FIRE ASSOCIATION.

INCORPORATED MARCH 27, 1820.

OFFICE, NO. 34 NORTH FIFTH STREET

INSURE

BUILD HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,

From Loss by Fire (in the City of Philadelphia only).

ASSETS, JANUARY 1, 1870, $1,572,732·25.

TRUSTEES.

WM. R. HAMILTON,	CHARLES P. BOWER,
JOHN CARROW,	JESSE LIGHTFOOT,
GEORGE I. YOUNG,	ROBT. SHOEMAKER,
JOS. R. LYNDALL,	PETER ARMBRUSTER,
LEVI P. COATS,	M. H. DICKINSON,
SAMUEL SPARHAWK,	PETER WILLIAMSON,
	JOSEPH E. SCHELL.

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President,
WILLIAM T. BUTLER, Secretary.

AMUSEMENTS.

UNITED AMERICAN MECHANICS' HALL, FOURTH and GEORGE Streets.

A GRAND COMPLIMENTARY CONCERT for the benefit of Mr. WILLIAM FALLOWFIELD, the blind Pianist and Vocalist,

TUESDAY EVENING, July 26.

On this occasion the following gentlemen have kindly volunteered to appear:—E. L. Batchelor, Pianist; John Baker, Baritone; James Fielding, Miniature Organ; William Pulman, Violinist; W. Markward, the Renowned Comic; Charles Drew, Balladist; Thomas Lachall, Champion Bone Player; Ed. Chew, Celebrated Clog Dancer; William Fallowfield, Blind Vocalist.

Come and stretch forth a hand like a brother,
Remember that life's but a span,
'Tis our duty to help one another,
And do a good turn when we can.

Admission Tickets, 25 cents. Doors open at o'clock; Concert commences at 8. 7 12 12t

PENNSYLVANIA POLYTECHNIC AND ANATOMICAL MUSEUM, No. 1305 CHESNUT Street, three doors above Twelfth, the most complete collection of objects, illustrating Physiology, Pathology, Natural History, etc. Illustrative Lectures every evening. Open 8 A. M. to 10 P. M. 6 6 3m

INSURANCE.

INSURANCE COMPANY OF NORTH AMERICA.

JANUARY 1, 1870.

Incorporated 1794. Charter Perpetual.

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Evening Telegraph

PUBLISHED EVERY AFTERNOON

(SUNDAYS EXCEPTED),

AT THE EVENING TELEGRAPH BUILDING,

No. 108 S. THIRD STREET,

PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

TUESDAY, JULY 19, 1870.

HOW WILL THE EUROPEAN WAR AFFECT AMERICA?

From present indications there is no good reason to fear that the war in Europe will inflict serious damage on the United States. The most probable conjecture is that it will be more apt to benefit than to injure our material interests. The immediate effect on the stock markets is to raise the price of gold and to cause a slight decline in Government bonds, but these fluctuations are of small importance to the general public. Any indirect injury they may inflict will apparently be more than counterbalanced by the advance in the price of breadstuffs and increased demand for flour and grain, which is arising from the transfer of great masses of men from peaceful fields of industry to bloody seats of war. One of the most important commercial changes is that likely to arise from the temporary interruption of our commerce with Germany, but the injury to be apprehended from this quarter is not very formidable, for, at the worst, we can make our cotton hosiery and cloths in home manufactories if all communications with Prussia should be destroyed. The French navy should be able to afford sufficient protection to French commerce to prevent any material diminution of the trade of France, and Parisian gewgaws are likely to be as plenty as ever in our markets. If England continues to remain neutral she will probably perform a portion of the carrying trade of both France and Prussia, and her ship-owners will spare no pains to improve every possible opportunity to extract profit from the combatants and their old customers. It is possible, however, that England may also become entangled in the present complication, in which event our own drooping shipping interests might be rapidly revived, and a new era of American commerce similar to that which signalized the commencement of this century might be re-established.

Beyond a feeling of sympathy for this or that combatant, it is not likely that the American Government will be dragged into the war. As in all former European contests, we will probably continue to preserve a strict neutrality. The large body of natives of Germany who reside in our country evidently desire the triumph of Prussia, many of them are anxious to extend material as well as moral aid, but as a nation, however much we may desire the defeat of Napoleon, it does not become us to voluntarily interfere in a European quarrel. One contingency, however, may make us, to some extent, active parties in the controversy. It is said that if Spain attempts to aid Germany the Emperor will, in retaliation, seize Cuba, and any attempt of this kind would be sternly resisted by the American people. The Cuban insurgents are cherishing a strong hope that the war in Europe will assist their efforts to achieve independence; and if Napoleon attempts to vent his rage against Spain on them, or to meddle again in the affairs of this continent, America would scarcely fail to join the ranks of his active foes, and to precipitate his downfall.

THE PAYMENT OF PENSIONS.

One of the first subjects to which the attention of Congress was called at the beginning of the late session was the necessity for a reform in the method of paying pensions. The injustice that was done the pensioners by the long intervals of payments and by authorizing the deduction of various fees and charges by the pension agents, was dwelt upon with considerable force by a number of prominent newspapers, and sufficient enthusiasm was excited about the matter in Congress to produce a variety of bills of various degrees of merit, some of which proposed to reform the whole pension-paying business by doing away with the present agencies, while others endeavored to effect compromises that would leave the agents in enjoyment of these perquisites, and at the same time to give the pensioners as little cause of complaint as possible. As the session progressed more exciting subjects of discussion engaged the attention of the members, and there seemed to be very little chance that anything would be done in behalf of the pensioners, especially as it was well understood that all the influence of the Pension Bureau and its attaches was directed against any attempt at reform. Between the pensioners, who are generally persons of no social importance, and absolutely no political influence, and the pension agents, who are for the most part well-trained wire-pullers, and up to all the fine points of primary elections and nominating conventions, the average Congressman has not much difficulty in choosing. The force of public opinion, however, and a few cases like that of Colonel Forbes, in this city, in which the extortions practised by the agents upon the pensioners were fully demonstrated, forced Congress to take some action; and a bill was therefore passed during the last days of the session, which, if not exactly the best that could be devised, is at least some improvement over the old method of doing business.

The important features of this bill, which became a law on the 8th instant, are that it requires the pensions to be paid quarterly instead of semi-annually as heretofore, and that it forbids the agents to receive any fee from the pensioners for services rendered them, under a penalty of $500. The agents are to be paid thirty cents by the United States for preparing the papers incident to each payment, and although this may cut down some of the present profits, an office with a tolerably large pay-roll will yield the individual holding it quite a respectable income, even if it does not enable him to retire with a large fortune after a few years' service. The bill also provides for the payment of pensioners by means of checks drawn to order and forwarded by mail on the receipt of the proper vouchers, except in certain cases where the pensioners are required to appear and receive their money in person. This arrangement certainly has its advantages, but it is extremely doubtful whether it will work well in the majority of instances, and it is by no means as good as some of the plans proposed—such, for instance, as the one which proposed to make the postmasters the pension agents. A compromise was undoubtedly made in this instance with a view of quieting the clamor for reform, and at the same time of retaining the present agencies with their political influence. A majority of the pensioners are illiterate, and the Government blanks are notoriously hard to understand, so that it can scarcely be possible that the forwarding of vouchers and their execution by the pensioners without the assistance of some one familiar with their intricacies will not produce confusion, vexatious delays, and innumerable annoyances both to to the Government and the pensioners.

An important and a praiseworthy feature of the bill is that which limits the fee of any attorney or agent who prosecutes a claim for pension or bounty land to $10, if no special contract is made, and which prohibits a charge of more than $25 in any case, under a penalty of $500 or less, or imprisonment for five years or less, or both. One of the deficiencies of the bill is that it makes no provision for the severe punishment of such cases as that of Colonel Forbes, to which allusion has several times been made in these columns. It is a notorious fact that many of the pension agents run regular loan offices, and grow rich, not merely by means of the fees allowed by law, but by discounting the claims of the pensioners at most exorbitant rates. It is in the highest degree discreditable that Congress should pass a bill of the character of the one under discussion without embodying in it some provision upon this point; and that Colonel Forbes and others equally in fault are allowed to remain in office, and that they have influence enough to prevent a law from being passed which will place a check upon them, is a conclusive proof that a total and radical reform is needed in the whole business of the Pension Bureau.

OUR TRADE WITH CUBA.

The relations of Cuba to the United States are of supreme importance at the present time, in view of the struggle going on upon the island, and the efforts which have been made to embroil this country with Spain. The latest official returns concerning the trade between the Island and the United States will therefore be of interest.

First we give a statement of the value of the imports into this country from the island during the fiscal years ending June 30, 1869, and June 30, 1868, respectively, as follows:—

	1869.	1868.
Dutiable	$56,656,106	$47,515,253
Free of duty	1,545,268	1,235,454
Total imports	$58,201,374	$50,750,727
In American vessels	42,495,084	36,973 281
In foreign vessels	15,706,290	13,777,446

These figures show an increase in the value of our imports from Cuba in a single year of $7,450,647, or nearly 15 per cent. The increase in the value of the imports in American vessels was $5,521,803, or nearly 16 per cent.; while the increase in the amount carried in foreign vessels was $1,928,844, or a little more than 14 per cent.

In the following table are given the value of the most important dutiable imports during the two periods:—

	1869.	1868.
Coffee	$32,981	$5,175
Fruits of all kinds	344,517	270,223
Leather, and manufactu's of	64,362	21,416
Silk, and manufactures of	5,969	18,117
Sugar and Molasses—		
Brown	43,160,804	37,598,485
Molasses	8,934,999	9,076,856
Melada	556,343	128,450
Candy and Refined Sugar	8,179	3,260
Total, Sugar and Molasses	$52,660,325	$46,807,051
Tobacco—		
Leaf	$1,879,980	$1,218,129
Cigars	1,297,021	892,143
Other manufactures of	21,543	1,268
Total Tobacco	$3,188,544	$2,111,540
Wines, Spirits, etc	$43,762	$8,242
Wool, and manufactures of	11,882	16,513

Of the imports free of duty the greater portion were made up of gold and silver bullion and coin, amounting in 1868 to a total $976,023, and in 1869 to $1,224,883. The most important commodity imported free of duty was cabinet wood, unmanufactured, amounting in value to $117,129 in 1868, and to $137,901 in 1869.

Gratifying as is this increase in the value of our imports from Cuba, on turning to the exports of domestic commodities from the United States to the island during the two fiscal years, we find a marked decrease, as follows:—

	1869.	1868.
In American vessels	$9,879,183	$12 321,355
In foreign vessels	2,765,772	2,934,488
Total exports	$12,643,955	$15,255,843

This shows a decrease in one year of $2,611,888, or more than 17 per cent., almost the entire falling off being credited to the export trade in American vessels.

In the following are given the values of the principal articles of export during the two years:—

	1869.	1868.
Breadstuffs—		
Wheat Flour	$1,239,495	$1,095,507
Other Breadstuffs	126,619	225,037
Total Breadstuffs	$1,366,114	$1,320,544
Coal	$64,810	$53,636
Cordage, Rope, etc	101,592	28,803
Cotton, manufactured and not	84,894	146,887
Glass and Glassware	72,323	72,598
Gold Coin	65,727	1,142,153
Silver Coin	173,208	303,123
Hemp, manufactures of		220,006
India-rubber, manufactured	14,928	50,345
Iron and Steel—		
Machinery	912,376	703,916
Nails and Spikes	50,438	76,852
Firearms	256,545	6,009
Other manufactures of	396,069	522,538
Total, Iron, Steel, etc	$1,615,428	$1,323,315
Leather, and manufactu's of	$84,164	$105,397
Oil—		
Coal	86,049	80,041
Petroleum	367,664	272,148
Provisions—		
Bacon and Hams	331,942	339,963
Butter	70,115	85,604
Fish of all kinds	64,433	77,929
Lard	1,651,869	1,937,648
Pork	110,479	59,620
Potatoes	256,442	339,496
Other Vegetables	63,794	65,213
Rice	63,792	67,966
Sewing Machines	22,049	49,042
Tobacco—		
Leaf	30,980	44,722
Snuff	6,750	3,145
Other manufacturers of	71,936	91,129
Total, Tobacco	$109,666	$138,996
Wood, and manufactu's of	$3,940,572	$5,336,922

The following shows the value of foreign commodities re-exported from the United States to Cuba during the two fiscal years:—

	1869.	1868.
Dutiable	$623,565	$866,329
Free of duty	6,441,222	2,526,256
Total re-exports	$7,064,787	$3,392,585
In American vessels	$6,903,655	$3,188,943
In foreign vessels	161,132	203,642

The large increase manifested here is owing to the increase in the amount of gold and silver coin re-exported, the amount for 1868 being but $2,522,455, while in 1869 it rose to $6,433,813. The value of the most noticeable commodities re-exported were as follows:—

	1869.	1868.
Rice	$98,863	$184,477
Chemicals, dyes, etc	10,678	51,098
Opium, and extract of	298,408	201,051
Salt	9,744	58,309
Wood, and manufactures of	133,408	137,330

In the following table are given the values of the total imports, exports, and re-exports to and from Cuba during a period of fifteen years:

Years.	Imports.	Exports.	Re-exports.
1855	$18,625,339	$7,607,119	$397,463
1856	24,435,693	7,199,035	610,228
1857	45,243,101	9,379,582	5,543,861
1858	27,214,846	11,673,167	2,760,024
1859	34,054,424	11,217,268	1,050,934
1860	34 032,276	11,747,913	634,956
1861	32,536,557	9,461,082	3,430,995
1862	20 931,983	9,071,781	1,925,234
1863	21,524,065	13,707,143	1,346,145
1864	33,476,599	15,213,142	2,011,236
1865	31,211,682	19,061,614	1,272,668
1866	39,934,116	14,994,546	777,614
1867	39,324,765	14,171,835	1,646,240
1868	58,750,727	15,255,843	3,392,585
1869	58,201,374	12,643,955	7,064,787

A glance at the above tables is sufficient to indicate the extent and importance of our commercial intercourse with Cuba, and the desirability of a speedy settlement of the troubles which have so long afflicted the island. Whether independence of Spain or annexation to the United States be desirable or not, peace at least is imperatively demanded by the large commercial interests involved in this country.

FINANCE AND COMMERCE.

Evening Telegraph Office,
Tuesday, July 19, 1870.

Money is without material change, as indicated by the bank statement yesterday. The demand is quite lively owing to the revival in speculation, and there is some drain on business account toward the West. The derangements caused by the incipient European war are chiefly felt in the specie and bond markets so far, but there can be no doubt that commercial values will, for a time, be greatly unsettled and enhanced by the spirit of wild speculation which is inseparable from a state of war, likely to increase the demand for grain and breadstuffs. The movement in this direction has already begun, and the end is not yet.

We quote call loans at 4@5 per cent on choice collaterals, and prime discounts at 6@7 per cent. for paper not having more than sixty days to mature.

Gold is less excited but variable, the sales up to noon ranging from 121½@120⅝, closing at noon at about 120¾.

Government bonds are comparatively quiet and steady, a portion of the list showing a slight improvement.

The stock market was only moderately active, the bulk of the business being in favorite railroad shares. There was a firmer feeling throughout. In City 6s there were small sales of the bonds at 101⅝; Pennsylvania war loan sold at 106.

Reading Railroad was active, and sold up to 49; sales at 49⅛ s. o.; Philadelphia and Erie advanced, selling at 28; Oil Creek and Allegheny was steady, with sales at 45¾ b. o.; Lehigh Valley sold at 57½, no change; and Pennsylvania at 57⅜.

Canal, Coal, and Passenger Railroad shares were neglected.

Small sales of Manufacturers' Bank at 31 and Farmers' and Mechanics' Bank at 123.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

BEFORE BOARDS.

$20000 Amer Gold 121¼

FIRST BOARD.

$10000 Am Gold..ls	121¼	700 sh Read..ls.b30	48⅜
$100 City 6s, New	101½	51 do ..ls	49
19 sh Manuf Bk	31	100 do.s5wn&1	48¼
40 sh Leh V R	57¼	100 do..s60wn	48 44
27 do ..ls	57⅜	100 do	48¼
100 sh Phil & E R..	28	100 do..s60wn	48 44
400 do..ls.	28	1000 do..ls.	48¼
100 sh Read R..b30	48 69	100 do..b5.	48⅜
1000 do ..ls.	48¾	600 do..ls.	48½
100 do..c.	48¾	500 do..b60.	48¾
200 do ..ls.	48¾	500 do..b60.	48¾
100 do..b45.	48¾	400 do..ls.	48¾

Jay Cooke & Co. quote Government securities as follows:—U. S. 6s of 1881, 112⅝@112⅞; 5-20s of 1862, 109¾@109¾; do., 1864, 109¼@109½; do., Nov. 1865, 109¼@109¾; do. do., July, 108¼@108¾; do. do., 1867, 108¾@108¾; do. 1868, 108¾@108¾; 10-40s, 106⅝@107; Pacifics, 111@112. Gold, 121¾.

Messrs. De Haven & Brother, No. 40 S. Third Street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 112⅝@112⅞; do., 1862, 109¾@109¾; do. 1864, 109¼@109¾; do. 1865, 109¼@109¾; do. 1865, new, 108¾@108¾; do. 1867, do. 108¾@108¾; do. 1868, do., 108¾@108¾; 10-40s, 106⅝@106⅞; U. S. 30 Year 6 per cent. Currency, 112@113; Due Comp. Int. Notes, 19; Gold, 121@121¼; Silver, 110@113. Union Pacific R. R. 1st Mort. Bonds, $825@845; Central Pacific R. R., $860@890; Union Pacific Land Grant Bonds, $760@785.

Nark & Ladner, Brokers, report this morning Gold quotations as follows:—

10·00	A. M.	121⅛	11·10	A. M.	120⅞
10·03	"	121⅛	11·16	"	121⅛
10·29	"	112⅜	11·27	"	121⅛
10·40	"	121⅛	11·32	"	120⅞
11·05	"	121⅛	11·33	"	120⅞
11·06	"	121			

Philadelphia Trade Report.

Tuesday, July 19.—Bark—In the absence of sales we quote No. 1 Quercitron at $30 per ton.

Seeds—Cloverseed is dull, and sells in a small way from second hands at $9·25@9·50. Timothy is nominal at $7·50@8. Flaxseed is in demand by the crushers at $2·25.

The demand for Flour continues lively, both from speculators and for the supply of the local trade, and the tendency of prices is for a higher range. The sales foot up 4200 barrels, including superfine at $5 37½; extras at $5·50; Iowa, Wisconsin, and Minnesota extra family at $6@7·20 for low grades and choice; $7@7·75 for Ohio and Pennsylvania do. do., including 200 barrels Lancaster county and 300 barrels "Quaker City Mills" on private terms. No change in Rye Flour.

The Wheat market is firm, with an upward tendency. Sales of 1000 bushels Pennsylvania red at $1·70; 1600 bushels Ohio red at $1·62@1·65; and 1800 bushels choice Indiana at $1·67. Several car loads of new Indiana, the first of the season, were received by Messrs. Work & Dronin. 14,000 bushels Western and Pennsylvania Rye were taken at $1·05@1·10. Corn is decidedly stronger. Sales of Pennsylvania yellow at $1·12@1·14, and Western mixed at $1·08@1·10. Oats are in demand, and 5000 bushels Pennsylvania sold at 64@66c.

Whisky is looking up. Western iron bound is held at $1·05.

—A lucky German in Milwaukee, named Rudolph Metzger, in moving his furniture a few days ago knocked a table leg off, when out rolled about seventy-five shining half-eagles. Not many "moving accidents" are of such an agreeable kind.

—A farmer in Michigan, in his eagerness to slay the bugs, forgot the rest of the animal creation. He anointed his potato vines with rat poison, and the next morning found all his cows dead. The luckless bovines had been in search of forbidden fruit in the night.

—A sunstruck pig is the latest curiosity of a zoological kind. An ingenious farmer in Minnesota had a porker afflicted in that way a short time ago and restored him to health and happiness by splitting the skin on the top of his head and filling the gash with salt. Here is a suggestion for the surgeons.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

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TURKISH TOWELING
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No. 1006 CHESNUT STREET.

☞ OFFICE OF THE WEST PHILADELPHIA Passenger Railway Company, N. W. corner of Forty-first and Haverford streets.

PHILADELPHIA, July 12, 1870.

The Board of Directors have this day declared a semi-annual dividend of

FIVE PER CENT.

on the capital stock, clear of all taxes, payable on and after the 22d instant.

The Books for the Transfer of Stock will be closed until that date.

SAMUEL P. HUHN,
7 13 6t Treasurer.

☞ PHILADELPHIA AND READING RAILROAD COMPANY, Office, No. 227 S. FOURTH Street.

PHILADELPHIA, July 15, 1870.

The obligations of this Company given for premium on Gold in settlement for Bonds or Coupons due April 1, 1870, or those given for the settlement of matured Coupons issued by the East Pennsylvania Railroad Company, will be paid on presentation at any time on and after the 20th of August next.

7 15 14t S. BRADFORD, Treasurer.

☞ T. W. BAILY,

No. 622 MARKET Street, is daily receiving new designs in Diamond Work, fine Gold Jewelry and Silver-ware; also, American and Foreign Watches, and has made great reduction in his prices.

N. B.—Watches and Jewelry repaired by skilful workmen. 7 13 1m

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7 20 tuth3w) No. 237 SOUTH Street.
Ladies, notice—Trim your Hats while you wait.

LADIES' PERCALE WAISTS,
PERCALE WAISTS.
LADIES' LINEN WAISTS,
LINEN WAISTS.
LADIES' PERCALE AND LAWN OVERSKIRTS.

A large assortment at

M. SHOEMAKER & CO.'S,
No. 1024 CHESNUT Street.

N. B.—Children's Hernani Dresses reduced from $20·00 to $12·00.
Linen Dresses from $4·50 to $9·00. 7 14 6t

SEWING MACHINES.

THE AMERICAN
Combination Button-Hole
AND
SEWING MACHINE

Is now admitted to be far superior to all others as a Family Machine. The SIMPLICITY, EASE and CERTAINTY with which it operates, as well as the uniform excellence of its work, throughout the entire range of sewing, in

Stitching, Hemming, Felling, Tucking, Cording, Braiding, Quilting, Gathering and Sewing on, Overseaming, Embroidering on the Edge, and its Beautiful Button-Hole and Eyelet Hole Work,

Place it unquestionably far in advance of any other similar invention.

This is the only new family machine that embodies any Substantial Improvement upon the many old machines in the market.

It Certainly has no Equal.

It is also admirably adapted to manufacturing purposes on all kinds of fabrics.

Call and see it operate—and get samples of the work.

We have also for sale our "PLAIN AMERICAN," a beautiful family machine, at a Reduced Price. This machine does all that is done on the Combination except the Overseaming and Button-hole work.

Office and Salesrooms,
No. 1318 CHESNUT ST.,
4 28 thstu3mrp PHILADELPHIA.

FINANCIAL.

THE
Lehigh Valley Railroad Company

Will, until August 1 next, pay off at

Par and Accrued interest,

Any of their FIRST MORTGAGE BONDS, due in 1873, on presentation at their Office, No. 303 WALNUT Street.

L. CHAMBERLAIN,
TREASURER.
June 23, 1870. 6 27 1mop

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign
BANKERS,

ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.

Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.

Drexel, Winthrop & Co., New York. | Drexel, Harjes & Co., Paris. (3

GAS FIXTURES.

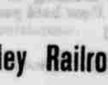
CORNELIUS & SONS'
RETAIL SALESROOMS,
821 CHERRY Street,
Philadelphia,
CHANDELIERS, BRACKETS, Etc.,
OF
Superior Styles and Finish
AT
Wholesale and Retail.

WE HAVE NO STORE OR SALESROOM ON CHESNUT STREET. [7 12 tuths2m4p

CORNELIUS & SONS.

CARRIAGES.

GARDNER & FLEMING,

CARRIAGE  BUILDERS,

No. 214 S. FIFTH Street,

BELOW WALNUT.

In order to make room for extensive alterations and repairs to our Warerooms and Manufactory, we are closing out our entire stock of [7 8 tfrp

Phaetons,
Jenny Linds,
Buggies, Etc.,
AT VERY MUCH REDUCED PRICES

WASHING MACHINES.

TO THE DOUBTFUL.

Bring some soiled clothing on any Tuesday, Thursday and Saturday, and we will prove to you that the

KING WASHER

Will do the work well and quickly.

We will sell them payable in easy instalments.

We are agents for the RELIANCE WRINGERS, the easiest to work in the market. [5 5 thstu3mrp

J. H. COYLE & CO.,
Wholesale Dealers in Wooden Ware, Yarns, Etc.,
No. 516 MARKET STREET.
Agents wanted for Pennsylvania and New Jersey.

HOTELS.

COLONNADE HOTEL.

FIFTEENTH AND CHESNUT STS.,

ENTIRELY NEW AND HANDSOMELY FURNISHED is now ready for permanent or transient guests

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, July 19, 1870.

A Spiritual Picnic.

The other day the spiritualists of New York went out on a picnic to Elm Park, and enjoyed a foretaste of the Summer Land, an antepast of angel-world. I wish you could have seen that party—the male women and the female men. There were hirsute hybridities whose sex, but for their breeches, was as obscure as that of the witches in *Macbeth;* and there were gaunt, raw-boned epicene monstrosities in petticoats whom you could no more have reconciled with the idea of a nursery than a Gorgon or a griffin singing "Hop-de-dooden-doo." They went early in the morning, almost before the spectral light of dawn had ceased to play above the unquiet graves of midnight-wandering and dyspeptic spooks; and they stayed until the ghostly glow-worm glimmered in the glen, and the last ciderous drop of (genuine) Veuve Clicquot had washed down spiritualistic throats the latest ham sandwich and veal pie. Among the party were several mediums from Boston, and among the speech-makers were Mr. Hull, Mr. Vannamee, of Elmira, and Mr. Higgins. It is not often that one and the same audience is favored with enlightenment from so stupendous a spiritualistic triumvirate. Each of these gentlemen made a series of profound remarks tending to throw light upon subjects which to poor creatures and lower intelligences outside the pale of spiritualism are usually as black as night. From what my own darkened and groping intelligence was able to pick up, I divined that the future chiliads of spiritualism were spontaneously sprinkled with the sun-dust of the empyrean; that from sphere to sphere we climbed into conditions where space and time, creation, the universe, and eternity constituted an atom pervaded by ourselves; and that in the uppermost circles twice two made five, bliss was misery, the will was always governed by the weakest motive, there are no unknown quantities in algebra, and the square root of 2 can be expressed in rational numbers. The spirit of Sarah Jane, who died of old age when an infant, was invoked and interrogated as to what the newest female fashions were in Summer Land. The medium through whom Sarah Jane's reply trickled snorted forth the following intelligence: —"Dear friends, I feel glad to meet you at this time and shake hands with you across the table" (meaning half-a-dozen lunch baskets and a greasy table-cloth overrun with black ants and pismires). "We don't wear no Chigg Nons and Pann Yers in this spear. We adapt our costoom to the climate. The most progressive sperrits, them as is the purest and chastest, and don't have no hankerins', wears nothing but a short walking-dress made of clouds, trimmed with lightning and with a gusset of thunder. This is a good medium, but he is not quite up to describing spiritooal things. We live well in Summer-Land. We drink something as tastes like melted sparkles, and eat something delicater than humming-birds' brains. Good-bye, dear friends. My sister sperrits call. Adoo." This was the concluding revelation of the festival, and was listened to with profound respect. "I thought we should not come to an end without hearing something good from Sarah Jane," said one.

"Yes, she's always good!" exclaimed another, a ladylike little old man with powdered hair, red kid gloves fastened with gold chains, a woman's sun-parasol, and an immense pink silk necktie whose enormous ends flapped away from the knot below his Adam's-apple, like a pair of neck wings.

"Sarah Jane has made great progress in spirtooal things!" exclaimed a gloomy giantess, looking as though one eye was fixed on eternity and the other on the main chance.

And so I have endeavored to give an idea of this spiritual picnic, and to hint at the unutterable angelhood of Sarah Jane.

Madame Lanner's Intellectual Dancing.

It is only due to Madame Lanner, now performing at the Grand Opera House, and supported mainly by Bertha Lind and M. de Francesco, to make a rather more detailed mention of her dancing than I have hitherto done, particularly as she will in all probability dance in Philadelphia before leaving the country. She is not so young as to win admiration in that respect, nor yet so old as to be voted *passee.* She is not beautiful either in regularity or natural expression of feature or in physical proportions, but she is a magnificent dancer and pantomimist, and gives an intellectual interpretation to a *role.* She is slender, tall, and pale, and has a quantity of light hair which she arranges not very becomingly in bunches over her forehead. She walks with a willowy grace, and even when she stands still the outlines her limbs softly palpitate with the same suggestion of an undulation that a rippled lake surface presents after it is smoothed into rest. Many of her poses are audacious, none immodest. The most daring of her saltatory inspirations are too refined for voluptuousness, and unite with their boldness a delicacy which robes them in exquisite beauty. Do not think this description too enthusiastic. An exceedingly beautiful but impressive figure occurs once or twice in the last scenes of *La Giselle,* where she throws herself with abandon into Francesco's arms, and that gentleman lifts her above his head, her face downward and toward the audience and her lace-filmed limbs palpitating in the air. With many a dancer this figure would become merely a vulgar, material tableau; with Madame Lanner it is a bold but exquisite poetic fancy, spiritually expressed. I plead guilty to being delighted, but do me the justice not to attribute it to the heat of the weather. Attribute it to other thermometrical influence that of Madame Lanner's spiritual legs.

The Prince of Vicavaro.

What *is* there in a title that American girls find so attractive? Why do they pounce on penniless Italian princes and hidalgos without a maravedi? Why should an American heiress prefer a beggarly forty-second cousin of a king, reduced by misfortune from a count to a *cuisine,* to a well-born, well-bred, and well-to-do American gentleman, with only plain Mister before his name and no romantic mystery after it? Why should Miss Pauline de Parvenue deliberately snub a thousand worthy American gentlemen for the purpose of buying with her dowry the evacuated title of an out-at-pocket prince? I don't know. I only know that she does it, and that her father encourages her in it, though it is not at all inevitable thereto that he should be a prosperous mushroom upon the soil of shoddy. The girls and the fathers of some of the good old families are just as bad in this respect as the girls and the fathers of the codfish stock. These remarks may not be perfectly *apropos* of an announcement which recently appeared in *The Home Journal* (which has been felicitously named *The Court Journal of the United States*) to the effect that the daughter of Mr. Lorillard Spencer was betrothed to the Prince of Vicavaro. If my intelligence be correct, the marriage was already effected at the time this announcement appeared. At any rate, in the principal daily papers of this city, of a very recent date, an advertisement appeared, under the head of "Married," which at once put an end to all incredulity on the subject. This advertisement stated that on Saturday, June 25, Miss Eleanor Lorillard was married by the Pope's nuncio to Virginio Cenci, Prince of Vicavaro. Startling announcement! Happy consummation! Ever-to-be-congratulated papa! Only, why was not the news telegraphed? Why was society thus kept a fortnight in so cruel a state of suspense? Why are such bagatelles as war between France and Prussia, and the continental convulsions resulting from the question of filling the Spanish throne, flashed through the ocean, when Fashion is writhing with anxiety as to the triumphant capture of a poverty-stricken prince by a title-stricken heiress? For society says that Virginio Cenci was extremely poor, that he would not hear of such a thing as an engagement until papa Spencer had virtually paid one hundred thousand dollars down by settling it upon his daughter. That little preliminary settled, this descendant of the Cencis consented to make love, and to accept the bonds of matrimony—particularly since the bonds were gold-bearing! Society also asserts that the Prince of Vicavaro is the handsomest man of his time. I do not know whether photographs of him have yet reached this side, but I do know that his extraordinary beauty is proverbial among the belles of New York. That society-man may count himself happy indeed who succeeds in being pronounced by the women "So much like Cenci!" Meanwhile Fifth avenue is anxiously awaiting the arrival of the Prince, who is expected shortly to make a starring tour, so to speak, which shall include every province and metropolis of fashion in these United States.

ALI BABA.

CITY ITEMS.

SUMMER CLOTHING.
MEN'S, YOUTHS' AND BOYS', ALL STYLES, BETTER IN MAKE, BETTER IN STYLE, BETTER IN EVERY WAY, THAN ANY OTHER STOCK OF READY-MADE CLOTHING IN PHILADELPHIA, AND SOLD AT GUARANTEED LOWER PRICES.
Half-way Between Fifth and Sixth Sts. } BENNETT & Co., TOWER HALL, No. 518 MARKET STREET.

THE MOTHER'S TREASURE.—Mrs. WINSLOW'S SOOTHING SYRUP is the prescription of one of the best female physicians and nurses in the United States, and has been used for thirty years, with never-failing safety and success, by millions of mothers for their children. It cures wind colic, regulates the bowels, corrects the acidity, and gives rest and health to the child.

MR. WILLIAM W. CASSIDY, the jeweller at No. 28 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

PHALON'S "VITALIA" for the Hair can be found everywhere. It is clear, and has no sediment. This wonderful preparation is PHALON'S VITALIA, OR SALVATION FOR THE HAIR. Poured on the hands, it leaves no stain. It is, nevertheless, the most effective article of its class ever advertised.

Sold by all druggists and fancy goods dealers.

THE PHILADELPHIA UPHOLSTERY of Messrs. Albertson & Co., No. 1435 Chesnut street, employs skilful workmen at every branch of the business. Low prices and promptness.

ONE of the most delightful places of summer resort to be found anywhere in the country is at North Wales, on the line of the North Pennsylvania Railroad. The North Wales Hotel, which has been lately remodelled and furnished in elegant style, is now receiving boarders for the season. The proprietor (Abel Lukens) is well known to very many persons as just the man for the place.

SINGER'S FAMILY SEWING MACHINES, Ten dollars cash. Balance in monthly instalments. O. F. DAVIS, No. 819 Chesnut street.

NEW STYLE PICTURE.—The German Chromos made A. K. P. Trask, No. 40 N. Eighth street. They must be seen to be admired.

MARRIED.

HOOPY—SCULL.—July 16, by Rev. William Cathcart, Mr. FRANCIS HOOPY to Miss MARY E. SCULL, both of Atlantic county, N. J.

SOUTHERN—MCALLISTER.—On July 11, 1870, by Rev. John McAnany, Mr. JAMES F. SOUTHERN to Miss MAGGIE R. MCALLISTER, all of Philadelphia.

DIED.

HORNER.—On the 18th instant, SAMUEL HORNER, Sr., in the 77th year of his age.

The relatives and friends are respectfully invited to attend the funeral, from his late residence, No. 575 East Cumberland street, Kensington, on Thursday, the 21st instant, at 3 o'clock P. M. To proceed to Odd Fellows' Cemetery.

FITLER.—Suddenly, on the 17th instant, MARY WORDERLY, infant daughter of C. H. and E. B. Fitler, aged 2 months and 10 days.

The funeral will take place from the residence of her parents, Frankford avenue and Harrison street, Frankford, on Tuesday afternoon at 3 o'clock. To proceed to Laurel Hill. 5§

MCCREIGHT.—Suddenly, on the evening of the 17th instant, JOHN MCCREIGHT, in the 46th year of his age.

The relatives and friends of the family, also Lodge No. 51, A. Y. M., are particularly invited to attend the funeral, from the residence of his mother-in-law, No. 1534 Pine street, on Wednesday afternoon, the 20th instant, at 4 o'clock. Interment at Laurel Hill. ***

MOFFITT.—Suddenly, on the morning of the 18th instant, MRS. REBECCA MOFFITT, widow of the late Adam Moffitt, Esq., in the 63d year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from her late residence, No. 1909 Frankford road, above Girard avenue, on Thursday, the 21st instant, at 2 o'clock P. M. Services at Emmanuel P. E. Church. Interment at Odd Fellows' Cemetery.

TAYLOR.—On the 18th instant, HENRY, youngest child of William and Catharine Taylor, aged 13 months.

The relatives and friends of the family are invited to attend the funeral, from his parents' residence, No. 1927 Wharton street, on Thursday morning at 9 o'clock.

WEDEKIND.—On the 17th instant, after a lingering illness, GUSTAVE WEDEKIND, in the 70th year of his age.

The relatives and male friends of the family are respectfully invited to attend the funeral, from his late residence, No. 808 N. Broad street, on Wednesday morning at 9 o'clock. **

TO RENT.

TO LET—THE STORE PROPERTY NO. 722 Chesnut street, twenty-five feet front, one hundred and forty-five feet deep to Bonnett street. Each buildings five stories high. Possession May 1, 1870. Address THOMAS S. FLETCHER, 12 10tf Delanco, N. J.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 141, between Front and Second, with all the modern improvements. Apply to AARON HURLEY, 6 15 No. 909 S. SEVENTH Street.

TO LET—THREE STORY DOUBLE HOUSE, No. 3909 Spruce street. Finest neighborhood in West Philadelphia. All the latest conveniences. Lot, 100 by 75 feet. Shade and fruit trees. Apply at No. 127 S. THIRD Street. 7 19 3t

TO RENT—A FURNISHED COTTAGE AT Chelten Hills; also, one at Cape May. Half price. R. J. DOBBINS, Ledger Building. 7 16 3t*

MEDICAL.

The Era of Revolutions.

If the jog-trot slaves of precedent and routine who flourished a century ago could now revisit the scenes of their former labors, how completely they would be taken aback by the wholesome innovations which modern skill, knowledge, and enterprise have made upon their musty precepts and purblind practice! In medicine, especially, we have got entirely out of the old worn-out grooves, and taken a new and more philosophical road to health.

The German School of Medical Chemistry is perhaps the most progressive and successful. It has repudiated the stereotyped potions of the past, and substituted in their stead a new class of alteratives and restoratives capable, it would seem, of working wonders. Prominent, perhaps foremost, among these stand the well-known household remedies—

HOOFLAND'S

GERMAN BITTERS,

HOOFLAND'S

GERMAN TONIC,

AND

HOOFLAND'S

PODOPHYLLIN PILLS.

They are the Greatest Known Remedies

For Liver Complaint, Dyspepsia, Nervous Debility, Jaundice, Disease of the Kidneys, Eruptions of the Skin, and all diseases arising from a Disordered Liver, Stomach, or IMPURITY OF THE BLOOD.

These medicines have acquired a reputation exceeded by none, and when we see such names as those of Chief Justice Thompson, ex-Chief Justice Woodward, Justice Sharswood, Mayor Rogers, of Buffalo, New York, together with those of the leading clergy of the country, and prominent statesmen and citizens, appended to strong testimonials in favor of these popular preparations, we recognize the evidence thus volunteered as unimpeachable and conclusive. Such men do not give their sanction and approval to articles which they do not KNOW to be of sterling excellence, and therefore when they state through the columns of the press that HOOFLAND'S GERMAN BITTERS is a valuable medicine in cases of Indigestion and Dyspepsia, "of great benefit in cases of Debility and want of Nervous action," and "a safe and valuable preparation for General Debility and Liver Complaint," we feel assured that they speak from actual EXPERIENCE and OBSERVATION, and with a due sense of the weight of their influence and of the words they employ.

The testimony in relation to the TONIC, which contains a stimulating element omitted in the Bitters, is equally satisfactory.

Hoofland's German Tonic

Was compounded for those not inclined to extreme bitters, and is intended for use in cases when some alcoholic stimulant is required in connection with the Tonic properties of the Bitters. Each bottle of the Tonic contains one bottle of the Bitters, combined with pure SANTA CRUZ RUM, and flavored in such a manner that the extreme bitterness of the Bitters is overcome, forming a preparation highly agreeable and pleasant to the palate, and containing the medicinal virtues of the Bitters. The price of the Tonic is $1·50 per bottle, which many persons think too high. They must take into consideration that the stimulant used is guaranteed to be of a pure quality. A poor article could be furnished at a cheaper price, but is it not better to pay a little more and have a good article? A medicinal preparation should contain none but the best ingredients, and they who expect to obtain a cheap compound and be benefited will most certainly be deceived.

Hoofland's Podophyllin Pill

Is also highly extolled and pronounced to be the most efficient Cathartic known to the Medical World. Being composed of the ACTIVE PRINCIPLE of Mandrake, in combination with other effective ingredients, they act more powerfully upon the Liver and Secretive Organs than any other Pills. Their operation is free from griping or nausea.

Two Pills a Dose.

It does not require a handful of them to produce the desired effect. From personal experience and otherwise, we have no hesitation in saying that, taken in connection with the Bitters and Tonic, they will speedily cure the most severe and long-standing cases of Liver Complaints, Constipation, or any other derangements of the organs of digestion.

The Pills will Purify the Blood, will thoroughly cleanse the Liver of all unhealthy impurities, and relieve the Stomach and Bowels, while the Bitters or Tonic strengthens and adds new life to the entire system, enables the Stomach to digest the food, and transforms the sickly, emaciated, weak, and feeble body into one of health, strength, and vigor.

THE PRINCIPAL OFFICE AND DEPOT FOR

Dr. Hoofland's Medicines

IS

NO. 631 ARCH STREET,

Philadelphia, Pa.,

And are sold by Druggists everywhere throughout the country. 16 swsptf

TO SUMMER TOURISTS.

LEHIGH COAL & NAV. CO.'S RAILROADS.

PLEASURE TRAVELLERS

For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the

9·45 A. M. EXPRESS TRAIN from the NORTH PENNSYLVANIA RAILROAD DEPOT,

Corner of BERKS and AMERICAN Sts., Philada.,

Or by taking the 3·20 P. M. train from the same depot, can go to Mauch Chunk, remain there over night, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.

Those wishing to visit MAUCH CHUNK and the SWITCH-BACK, can take the 9·45 A. M. train, and return to Philadelphia the same evening.

Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre, and Scranton.

Passengers to Williamsport by the 9·45 train reach there in nearly two hours shorter time than by any other route.

Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.

Tickets for sale at No. 811 Chesnut street, No. 105 South Fifth street, and at North Pennsylvania Railroad Depot.

E. K. HYNDMAN,
Master of Transportation.
JAMES A. DINKEY,
7 8 1mrp General Ticket Agent.

NORTH PENNSYLVANIA RAILROAD.

NEW AND ATTRACTIVE ROUTE FOR

SUMMER TOURISTS

TO

Northern Pennsylvania, Interior New York, Buffalo Rochester, Niagara Falls, Watkins' Glen, the Great Lakes, and the West.

Also to Williamsport, Wilkesbarre, Scranton, Schooley's Mountain, Allentown, Mauch Chunk, and all points in the Lehigh, Wyoming and Susquehanna Valleys.

Novelty, Comfort, Speed and Fine Scenery are the attractions of this route.

The attention of Summer Tourists is asked to this new and attractive route, passing through the varied scenery of the Lehigh, Wyoming and Susquehanna Valleys, offering Comfortable Cars, Excellent Hotels and Rapid Transit to the numerous points of interest named above.

FIVE DAILY THROUGH TRAINS

At 7·35 A. M., 9·45 A. M., 1·45 P. M., 3·20 P. M. and 5·00 P. M. (Sundays excepted),

FROM PHILADELPHIA PASSENGER STATION, Corner of BERKS and AMERICAN Streets.

Tickets for BUFFALO, ROCHESTER, NIAGARA FALLS and the WEST may be obtained at Office, No. 811 CHESNUT Street.

ELLIS CLARK, General Agent.

Tickets sold and Baggage checked through principal points at MANN'S NORTH PENNSYLVANIA BAGGAGE EXPRESS OFFICE, No. 105 South FIFTH Street. 7 1 1m

EXCURSIONS.

BECK'S PHILADELPHIA BAND, NO. 1.

SECOND GRAND EXCURSION AROUND NEW YORK BAY AND STATEN ISLAND.
LANDING AT NEW YORK ONE HOUR.
Leave Philadelphia, from WALNUT ST. WHARF, THURSDAY, July 21, 1870, at 7½ o'clock A. M.

FARE FOR THE EXCURSION:

Single Tickets.....$2·50
Gentleman and Lady..... 4 50

Tickets can be procured at the Office of Beck's Band, No. 828 Market street; of Charles Brintzinghoffer, No. 935 Market street; of Enos C. Renner, No. 501 Girard avenue; Ticket Office, No. 828 Chesnut street, and at the wharf on the morning of the Excursion. 7 18 3t

DAILY FIRST-CLASS EXCURSIONS to those cool, delightful, and shady GARDENS at GLOUCESTER POINT. Always a breeze blowing. Take or send the family. Steamers with every accommodation. (Ice water, etc.) Leave SOUTH Street every few minutes. 6 30 1m 4p

BOOTS AND SHOES.

BARTLETT,

FINE CUSTOM-MADE

BOOTS AND SHOES.

Made on our improved Lasts, insuring Comfort Beauty and Durability.

No. 33 SOUTH SIXTH STREET,

1 13 thstuD81 ABOVE CHESNUT.

GROCERIES, ETC.

TO FAMILIES GOING TO THE COUNTRY.

We offer a full stock of the

Finest Groceries to Select From,

And at the LOWEST CASH PRICES. Packed securely and delivered at any of the Depots.

COUSTY'S East End Grocery,

No. 118 South SECOND St.,

8 17 thstu BELOW CHESNUT STREET.

CURING, PACKING, AND SMOKING ESTABLISHMENT
JOHN BOWER & CO.
CURERS OF SUPERIOR

SUGAR-CURED HAMS,

BEEF, and TONGUES, and dealers in Provisions generally. S. W. corner TWENTY-FOURTH and BROWN Streets. 5 24 2mthsta

INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.

The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.

A few families can be accommodated by applying early.

For particulars call on or address REV. T. W. CATTELL, 7 1 Merchantville, N. J.

RIVERVIEW MILITARY ACADEMY, POUGHKEEPSIE, N. Y.
OTIS BISBEE, A. M., Principal and Proprietor.
A wide-awake, thorough-going School for boys wishing to be trained for Business, for College, or for West Point or the Naval Academy. 7 16 stuthim

H. Y. LAUDERBACH'S CLASSICAL, SCIENTIFIC, AND COMMERCIAL ACADEMY, ASSEMBLY BUILDING, No. 108 South TENTH Street.—A Primary, Elementary, and Finishing School. Circulars at Mr. Warburton's, No. 430 Chesnut street. 5 30 tf

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in the improved fashions of the season. CHESNUT Street next door to the Post Office. mwf

ONE DOLLAR GOODS FOR 95 CENTS, 10 15 tf DIXON'S, No. 21 S. EIGHTH Street.

SUMMER RESORTS.

SUMMER RESORTS ON THE LINE OF PHILADELPHIA AND READING RAILROAD AND BRANCHES.
MAY 30, 1870.

MANSION HOUSE, MT. CARBON,
Mr. Caroline Wender, Pottsville P. O., Schuylkill
TUSCARORA HOTEL,
Mrs. M. L. Miller, Tuscarora P. O., Schuylkill county.
MANSION HOUSE,
W. F. Smith, Mahanoy City P. O., Schuylkill county.
MOUNT CARMEL HOUSE,
Charles Culp, Mount Carmel P. O., Northumberland co
WHITE HOUSE,
F. Mayer, Reading P. O., Berks county.
ANDALUSIA HALL,
Henry Weaver, Reading P. O., Berks county.
CENTRAL AVENUE HALL,
G. D. Dav Reading P. O., Berks county.
SPRING MILL HEIGHTS,
Jacob H. Brant, Conshohocken P. O., Montgomery co.
BOYERTOWN SEMINARY,
L. M. Koons Boyertown P. O., Berks county.
LITIZ SPRINGS,
George F. Greider, Litiz P. O., Lancaster county.
LYNG SPRINGS HOTEL,
Dr. A. Smith, Wernersville P. O., Berks county.
COLD SPRINGS HOTEL, LEBANON COUNTY,
Wm. Lerch, Pine Grove P. O., Schuylkill county.
EPHRATA SPRINGS,
John Frederick, Ephrata P. O., Lancaster county.
PERKIOMEN BRIDGE HOTEL,
Davis Longaker, Collegeville P. O., Montgomery co.
PROSPECT TERRACE,
Dr. James Palmer, Collegeville P. O., Montgomery c
DOUTY HOUSE,
George S. Burr, Shamokin, Northumberland county.

Excursion Tickets will be sold at Philadelphia to and from above points at reduced rates, good for same day issued, and on Saturdays good until the following Monday. 5 25 2m*

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

NATIONAL CAMP MEETING AT OAKINGTON, MD.,

Commencing TUESDAY, July 12, 1870, and continuing ten days.

Trains for Camp Ground will leave Philadelphia (Sunday excepted) at 8·30 and 11·45 A. M. and and 11·30 P. M.

Round trip tickets at reduced rates can be purchased at No. 828 CHESNUT Street, or at Depot, BROAD Street and WASHINGTON Avenue.

7 7 12t H. F. KENNEY, Superintendent.

DOUBLING GAP SPRINGS,

WHITE SULPHUR AND CHALYBEATE WATERS.

Route by Pennsylvania Central and Cumberland Valley Railroads to Newville, Pennsylvania. Excursion tickets good on any train all summer. Time seven hours, including short stage ride from Newville. House newly fitted up, and new proprietor. 7 19 tuths3t

BELMONT HALL,

SCHOOLEY'S MOUNTAIN, N. J.,

IS NOW OPEN.

This favorite resort has been greatly improved and enlarged, and offers superior inducements to those seeking a healthy, quiet, and fashionable retreat for the summer at reduced prices.

7 11 1m D. A. CROWELL, Proprietor.

BENTZ HOUSE,

Nos. 17 and 19 EAST MAIN STREET,

CARLISLE, PENNA.

The attention of the travelling community, and persons seeking a quiet summer resort, are called to this first-class Hotel, new and handsomely furnished throughout, with all the modern conveniences.

Terms for summer boarders $8 to $10 per week.

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KITTATINNY HOUSE,

DELAWARE WATER GAP.

This delightful summer resort is now open, and much improved. Trains leave Kensington 7·30 A. M. and 3·30 P. M. Arrive at the Gap in less than five hours.

6 25 stuthim* WM. A. BRODHEAD & SONS.

LAKE GEORGE—LAKE HOUSE, CALDWELL, N. Y.—Best of accommodations for families and gentlemen.

Board per day, $2·50; from June 1 to July 1, $14 per week; for the season, $14 to $17·50, according to room; for the months of July and August, $17·50; August, $21.

Open from June 1 to October 20. Address 6 6 2m H. J. ROCKWELL.

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WHITE SULPHER SPRINGS,
Madison county, N. Y.
First-class Hotel, with every requisite.
Drawing-room and sleeping-cars from New York city, via Hudson River Railroad at 8 A. M. and 6 P. M., without change. Send for circular. 6 6 2m

BEESLEY'S POINT HOTEL, CAPE MAY CO., N. J., is now open for the reception of visitors
W. D. WOOD,
6 30 1m* Proprietor.

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THE HYPERION

HAIR CURLERS,

AN INDISPENSABLE ARTICLE FOR THE LADIES

(Patented July 9, 1867.)

This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair Manufactured only, and for sale wholesale and retail, by

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Sold at all Dry Goods, Trimming and Notion Stores.

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Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

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Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.

HEAVY REDUCTION IN PRICES,

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Nos. 1132 and 1134 MARKET Street,

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N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

OUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Locouitre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, Etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,

No. 115 TENTH Street, below Chesnut.

FOR THE SUMMER.

To prevent Sunburn, Freckles, and to make the skin white and beautiful, use

Wright's Alconated Glycerine Tablet of Solidified Glycerine.

It is a sure remedy for mosquito bites, and is the best of all Toilet Soaps. Sold by Druggists generally.

R. & G. A. WRIGHT,

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CAPE MAY.

MCMAKIN'S ATLANTIC HOTEL, CAPE MAY. Rebuilt since the late fire and ready for guest Open during the year. Is directly on the sea shore, with the best bathing beach of the Cape.

Terms, for the summer, $3·50 per day and $21 per week Coach from depot free. No Bar.

5 24 tuths3m JOHN MCMAKIN, Proprietor.

THE PHILADELPHIA HOUSE, CAPE ISLAND, N. J., IS NOW OPEN.

The house been greatly enlarged and improved, and offers superior inducements to those seeking a quiet and pleasant home by the sea-side at a moderate price.

Address, E. GRIFFITHS, No. 1004 CHESNUT Street, or Cape May 6 16 2m

UNITED STATES HOTEL, FORMERLY Sherman House, Cape Island. The undersigned respectfully informs the public that he has taken the above hotel, and will keep a plain, comfortable house, a good table, and the best wines and liquors that he can procure. Price of board, $17.50 per week. The house is now open for visitors.

6 27 1m JERE MCKIBBIN, Agt.

OCEAN HOUSE, CAPE MAY, N. J.—THE BEST table on Cape Island. Numerous home-like comforts, location within fifty yards of the best bathing on the beach, are the principal advantages possessed by this first-class family hotel. No bar on the premises. LYCETTE & SAWYER,

6 30 1m* Proprietors.

BRYANT HOUSE, DECATUR STREET, near the Beach, Cape May, N. J., is NOW OPEN for the season. House entirely new; newly furnished throughout, and has a full Ocean view. Accommodations for 100 guests. NO BAR. J. L. BRYANT,

6 18 1m Proprietor.

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of guests. Rooms can be engaged at No. 1903 MOUNT VERNON Street, until July 1.

6 16 2m MRS. E. PARKINSON JONES.

THE COLUMBIA HOUSE, AT CAPE MAY, IS again under the management of GEORGE J. BOLTON, who is also proprietor of Bolton's Hotel, at Harrisburg, Pa. 7 9stuth23t

S. W. CLOUD'S COTTAGE FOR BOARDERS S. FRANKLIN, opposite Hughes street, Cape Island. 7 5 1m*

ATLANTIC CITY.

UNITED STATES HOTEL,

ATLANTIC CITY, N. J.,

IS NOW OPEN.

Reduction of Twenty Per Cent. in the Price of Board.

Music under the direction of Professor M. F. Alodo.

Terms, $20 per week.

Persons desiring to engage rooms will address.

BROWN & WOELPPER, Proprietors,

No. 827 RICHMOND Street, Philadelphia.

26 thstuim 6 26 d1m 7 26 thstuim

BARR'S "CONSTITUTION HOUSE," CORNER ATLANTIC and KENTUCKY Avenues, Atlantic City, N. J.

This well-known House is now open for the reception of guests. MRS. M. A. LEEDS, Late of Seaview House.

The bar will be under the superintendence of the late proprietor, and will be open in conjunction with the other part of the house.

7 9 stuthim* HUGH BARR.

SURF HOUSE, ATLANTIC CITY, N. J. is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been overhauled and refitted throughout, and no pains will be spared to make it, in every particular,

A FIRST-CLASS ESTABLISHMENT.

6 11 2m J. FREAS, Proprietor.

LIGHTHOUSE COTTAGE,

Located between United States Hotel and the beach, ATLANTIC CITY, N. J.

BOARD REDUCED.

Open from June 1 to October 1.

6-1-2m JONAH WOOTTON, Proprietor.

THE WILSON COTTAGE, ATLANTIC CITY.

A new and well-furnished Boarding-house on NORTH CAROLINA Avenue, near the Depot.

Terms to suit.

7 6 1m* ROBERT L. FUREY, Proprietor.

BEACH COTTAGE, ATLANTIC CITY.—NOW open. A first-class Family Boarding House, MICHIGAN Avenue, near the Beach. NO BAR. Terms to suit all. Apply to J. B. DOYLE, Proprietor, or E. F. PARROTT, No. 35 N. EIGHTH Street, corner of Filbert. 7 1 1m

NEPTUNE COTTAGE (LATE MANN'S COTTAGE), PENNSYLVANIA Avenue, first house below the Mansion House, Atlantic City, is NOW OPEN to receive Guests. All old friends heartily welcome, and new ones also. MRS. JOHN SMICK,

6 11 2m Proprietress.

HEWITT HOUSE, ATLANTIC CITY, N. J.—This favorite house has been removed two squares nearer the ocean, and is now on PENNSYLVANIA Avenue, next to the Presbyterian church. It is now open for the season.

6 11 stuth2m A. T. HUTCHINSON, Proprietress.

MACY HOUSE, MASSACHUSETTS AVENUE, Atlantic City, is open the entire year. Situated near the best bathing. Has large airy rooms, with spring beds. Terms $15 per week.

6 25 6w GEORGE H. MACY, Proprietor.

COTTAGE RETREAT ATLANTIC CITY, N. J., is now open for the reception of guests. Terms moderate. MRS. MCOLLES,

6 11 stuth 3m Proprietress.

PENN MANSION (FORMERLY ODD FELlows' Retreat), ATLANTIC CITY, is now in the hands of its former proprietor, and is open for the season.

6 11 2meod WM. M. CARPER, Proprietor.

CENTRAL HOUSE, ATLANTIC CITY, N. J., is NOW OPEN for the reception of guests.

6 11 6w LAWLOR & TRILLY, Proprietors.

THE "CHALFONTE," ATLANTIC CITY, N. J., is now open. Railroad from the house to the beach. ELISHA ROBERTS,

6 11 3m Proprietor.

WINES.

URBANA WINE COMPANY'S

Imperial Champagne,

RICH, FRUITY, AND FRAGRANT,

Made after the French method, and superior to any other American Wine, for sale by

JAMES R. WEBB,

S. E. Corner WALNUT and EIGHTH,

5 21 stuth3mrp PHILADELPHIA.

CHOICE TABLE CLARETS.

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

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HOVER'S

Celebrated Patent Sofa Bedstead

Is now being made and sold in large numbers both in France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.

H. F. HOVER,

5 24 tuf6m No. 250 South SECOND Street, Philada.

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BAKER'S

COLONNADE PARTAGA CIGARS,

Three for Twenty-five Cents.

Warranted to beat anything sold in the city of Philadelphia for three for twenty-five cents.

COLONNADE HOTEL CIGAR STORE,

6 15 stuth 1m No. 1504 CHESNUT Street.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

EASTERN AND WESTERN POLITICIANS.

From the N. Y. Times.

The Buffalo *Express* calls attention, and with much lamentation, to the contrast presented by the efforts of the people of Illinois to amend their Constitution and those made by the unhappy citizens of New York two years ago. The contrast is, indeed, sufficiently humiliating. We got our Constitutional Convention together with as much fuss as the Illinois men, if not with more, as our facilities of calling the attention of mankind to our doings are far greater than those of any Western State. We sent to it as delegates a great many excellent and eminent men; but it proved a very helpless body. It could hardly agree on anything; its reforms were of the very mildest kind. Some of those who went there, pledged to deliver the State from all its evils, were found, on trial, to be afraid to vote for any change whatever, and were indeed apparently in doubt, all through the deliberations, whether their souls were their own. The Constitution they finally drew up was considered, as a reform, as harmless as new milk. It could not have hurt a community of babes to have tried it. But when it was submitted to the people, it was found that there was scarcely enough interest felt to get a vote on it at all; and what interest was felt in it appears to have belonged mainly to those who were opposed to all change. The judiciary clause, on which, luckily, a separate vote was ordered, was saved, but rather owing to the over-confidence of its opponents than to the zeal of its friends.

When we compare all this with the action of Illinois, we can certainly hardly avoid the conclusion that mental and moral vigor has been following the march of empire, and that the work of reform, like many other kinds of work, is going to be better done in the Mississippi Valley than on the Atlantic coast. New York led the way in the great democratic movement which resulted in the Constitution of 1846, under which we are now living, and her example was followed by a great many States. But what State would follow her example now, or where is her political action spoken of except as a warning? Illinois was, perhaps, a year ago laboring under as great a load of abuses as any State in the Union. Its very vitals were being eaten out by what are the curses of all States—legislative corruption, special legislation, and the granting of public money in aid of private enterprises. It called a Constitutional Convention, and sent good men to it; and the debates, instead of being a series of wrangles between tricky politicians, anxious about their "record," and so excited about "the nigger" as to have little time or attention for anything, or of orations from "lofty enthusiasts," were marked by good sense, shrewdness, reflection, a foresight and a wideness of information such as have not been displayed in this country on any similar occasion for many a long day. Moreover, nobody was afraid to touch things. Abuses were taken up one after another, and subjected to radical treatment. There are no half measures in the entire Constitution. The experience not only of the State, and of the other States, but of all other nations, was turned to account, and the result was a just law, which thus far has no match. It is difficult to overestimate the importance of one portion of the experiment—the minority representation clause. Should it prove on trial a success—that is, should the political tricksters prove unable to use it in the prosecution of their trickery—it is safe to say it will bring in a new era in American politics, and introduce into public life a class of men who are among the most valuable in the community, and who now find it impossible to get a nomination.

Now, the instrument was just such a one as any average politician would have been sure to tell us that the people would reject. It was full of innovations and new-fangled notions; it offended a great many interests, and ran counter to a great many prejudices, and took from the hands of political managers a great many dearly-loved tools. In any State on the Eastern sea-board it would, we venture to say, have been voted down, and it would have taken only a very small vote to do it, so great would have been the apathy about it, or the fear of it. But the people of Illinois went at it, and adopted it from top to bottom, minority representation and all, by a large majority, and now bid defiance to all classes of jobbers and swindlers at present in existence. New ones will doubless arise, but we venture to say they have found their match in Illinois.

We think it would be difficult to overestimate the effect this will have on the people of other States. It will do much to remove the apathy as to reform which the doings of the New York Constitutional Convention and of the Massachusetts Legislature have of late helped to spread over the East. A feeling has grown up among us of late that the process of demoralization which our constitutions underwent in 1846, and the succeeding years, was a kind of last appeal to the people, and that this having failed, there was nothing left for us but to pray; that there was no use in trying to get the people to set things to rights. Illinois has, we trust, dissipated that delusion, and shown that in a democracy, as well as under other forms of government—nay, more readily than under other forms of government—thorough-going reform is possible.

It seems, too, as if the good beef and good bread and good air of the Northwest were making men better politicians, as well as more energetic farmers and railroad men and speculators. One can hardly help noticing among the Eastern, as compared with the Western men, a decrepid love of old ways and a kind of servile fancy for well-established abuses. Even Eastern radicals are either weak and vapid in their extravagance, or exhale their zeal in vituperation and bombast rather than in action. Let us be thankful that there is good rich blood forming somewhere.

THE OPPORTUNITY OF THE UNITED STATES.

From the N. Y. Herald.

Our commerce should be just now the leading subject of national attention. In the present juncture of the world's affairs there appears the opportunity that, rightly improved, might not only restore to us the maritime strength that was swept away in our great war, but out of which also we might secure a start that would easily enable us to distance within a few years every rival power. At this moment there are twenty-six German steamers carrying passengers between ports in Europe and the United States. All these must stop at the very mention of the presence outside of a French cruiser. Sailing from this port also are all the splendid steamers of the "Compagnie Generale Transatlantique," and these must stop, for there is also a Prussian man-of-war not far away. And this statement of the case with regard to the splendid passenger steamers, many of which also have a fine trade in first-class freight, is the statement of the whole case with regard to French and German commerce. Each nation has naval power enough to drive the mercantile marine of the other from the seas. What shall become of the numerous trade thus done—and of the great number of ships engaged in it that are not fit for war, and ought not to rot in blockaded ports? England already has covetous eyes on this great trade, and in the assumption "that business will fall to neutral flags" the Government is urged to remain neutral despite every possible complication that may arise.

British neutrality in this war will no doubt result greatly to the advantage of the British shipping trade, and for this reason alone every nerve will be strained to keep Great Britain out of the Continental struggle.

Will this effort be successful? It is doubtful. Already we hear that neutrality will be inconsistent with the honor of England if the Low Countries seem to be in danger, and this reference to the fact that England is one of the powers that guarantee the independence of Belgium is too plain for misconception. Again, we hear the intimation that England morally stands behind Prussia, and that any sign of failure on the part of the latter power will draw England into the struggle. The very fact that these things are canvassed renders the neutrality of English ships uncertain, and so unsafe, and the probability is that the United States alone will have it within its power to reap all the harvest of this war. Indeed, this is a change that is justly due us in the whirligig of time; for as one war destroyed our commerce and built up the maritime trade of some European ports at our expense, it is but proper that another war should build up our trade again at the expense of the commerce of Europe.

But it is not only from the effects of our war that our commerce is prostrate. It was stricken down by the war; but it has been kept down by the inconceivable folly of certain of our laws—laws like the compact with *Shylock*—framed to "protect" certain interests, to give those interests their pound of flesh, though this could only be done at the expense of the whole body from which the flesh must be cut. Before, therefore, war in Europe can give us again that of which war in America deprived us, we must first set aside these most foolish, villanous, pocket-picking laws; these laws framed to enrich ten men and starve ten thousand; laws which declare that this great nation shall own no ships except it can make terms with Mr. Kelley, of Pennsylvania, and a few more men of his kidney; laws only second in atrocity to those slave laws that the nation has recently torn out of its life at such frightful cost; laws whose authors and supporters, if the slaveholder deserved all the opprobrium cast upon him, should be stoned in the streets of every city of the republic.

The world has for not many generations seen a more bewildering, confounding spectacle of imbecility, of downright inability to comprehend and grasp a simple thought, than that shown by the United States Congress when its attention was properly called to this subject on Friday last. The President, by special message, pointed out the opportunity, and hinted at the way we could improve it, but his words fell on minds preoccupied with another thought. What was this grand thought that left no room even for the proposition to erase the last great disadvantage left by the war? It was the reflection of every member that he had his ticket in his pocket, that he had made up his mind to go home, that he did not want to be delayed and stop for the bother of any more legislation, however imperatively necessary for the interests of the nation; and in this pitiful haste to get away, and for this puerile reason, the Congress of the United States turned a deaf ear to one of the most important messages that ever came to it from the Executive. Some members there were who proposed a measure that might have covered the case; but Mr. Kelley, of Pennsylvania, was there, standing, as one might suppose, bludgeon in hand, determined that the nearly lifeless body of American commerce should not rise while he could strike, and in the criminal indifference of the mass of members to their duty he was able to kill the proposition that was made. Such, then, is the patriotism of the Republican party, and such is the contrast between its conduct in the presence of a real national emergency and the ready attention it once gave to the nigger and now gives to every form of corrupt jobbery. Shall our opportunity pass because of a recreant and imbecile Congress, or must the Government study means to evade the operation of oppressive laws?

GERMAN SYMPATHIES IN AMERICA.

From the N. Y. World.

A number of the most respectable German residents of New York have called a meeting of their countrymen for Wednesday evening, to express their sympathy with Prussia in the great war now beginning. Nothing could be more natural, or in many respects more commendable. The maxim that "blood is thicker than water," though often honored, we are sorry to say, rather in the breach than in the observance by Americans of both sections during our recent civil war, lies, after all, deep in the heart of every vigorous and respectable race of men. Indeed, a race which does not feel it and live by it in all great emergencies can hardly be vigorous, and need not hope to be respectable. The prompt and passionate way in which all France, for example, from sea to sea, is even now responding to it, must command the admiration even of her enemies; and it dominates, as we see, in Prussia, even the profound and righteous hostility of all that is truly liberal and enlightened in that country to the insolent and intolerant autocracy of King William's Government. All Germans, indeed, are not even nominally Prussians; but all Prussians are nominally Germans, even to the Poles of Posen, we suppose, and the Danes of Holstein; so that sympathy with Germany may naturally enough seem to Germans far removed from the scene of strife necessarily to involve sympathy with Prussia. Of course, no expression of such sympathy can be rigidly interpreted to mean intelligent approval either of the way in which Prussia has attempted to Prussianize Germany by force, or of the recent diplomacy of the Hohenzollerns beyond the Pyrenees. It is simply a loud God-speed, a ringing *Hoch*, sent up by Germans who honor their German fatherland with love in the security of their cisatlantic homes, to other Germans contending for life and death with the hostile legions of France. Our American residents in Europe used to solace their souls in like manner with hearty demonstrations at Paris and London while the cannon were reverberating incessantly along the Potomac and the Mississippi. Perhaps the most striking manifestation of this instinct which our times have seen was made by the Danes when the overwhelming armies of Germany fell upon their little fortress-peninsula in 1864. Though it was clear from the first that such a contest could have but one termination, no matter how heroically Denmark might bear herself, no sooner had the unequal war begun than from all parts of the world the children of the Vikings hurried home to take part in it. From Australia and California, from India and Peru, the Danes went back to battle. They left their new lives, their busy hopes, their industries, their fortunes, and carried all they had and all they were, to lay it on the altars of their native land. Their devotion was in vain, so far as its immediate object was concerned. But it was none the less honorable in itself and quickening as an example.

We have no fear that in measurably imitating this transcendent display of patriotism our German fellow-citizens will seek to make their adopted home a party to a strife as to the real scope and bearings of which not even the Germans themselves can as yet pretend to have any very clear and positive convictions. It is all very well for Napoleon in his address to his people to bid the world remember that the "victors of Jena still survive." So, too, do the victors of Waterloo. But this is not the age of Jena or of Waterloo. Not even in so great a war as we now see opening before us can the existence of a great State like Prussia or like France be now put at stake. What the most brilliant modern genius of Germany, Heine, said of the "sunny-marble-face" of the first Napoleon—"those lips had but to whistle and Prussia ceased to be"—can never be said again in our day. In the worst event to Prussia of the present war, all that she would have to fear would be displacement from her present position at the head of imperfectly united Germany. Granted the failure of the Prussian experiment, now only four years old, and who need, therefore, despair either of the future of the German States, or of a real, free, and harmonious German unity, planned after another fashion, crystallizing perchance around another central German State? Such a thing as an invasion and conquest, or even an extravagant humiliation of Germany, being quite out of the question, our sympathizing Germans of the New World can afford to abstain from exaggerating the significance of a conflict the mere proportions of which it is indeed not easy at all to exaggerate.

THE AMERICAN PRINCIPLES OF MARITIME WAR.

From the N. Y. Tribune.

During the present war between France and Prussia three of the principal steamship lines connecting America with Europe will have to suspend their trips. If Great Britain should be drawn into the struggle, all the steamers may be shut up in harbor. The loss and inconvenience will not be confined to the belligerents, but will fall heavily upon neutrals who have no concern in the war, and generally upon private persons. In the operations of armies most civilized nations respect private property when it is not necessary to seize it for military reasons; but on the sea many of the old barbarous customs of a primitive era still prevail.

The United States have always endeavored to soften the rules of maritime law, and during the present generation many of our principles respecting seizures and the rights of neutrals have been adopted by the European nations. At the time of the Crimean war France and England waived their right to confiscate an enemy's goods found on board neutral vessels, and also neutrals' goods not contraband of war found in enemies' vessels. By the treaty of Paris in 1856, these principles were formally ratified by Great Britain, France, Prussia, Austria, Sardinia, Russia, and Turkey, and privateering was at the same time abolished among the parties to the declaration. The United States Government was asked to assent to this agreement, and gave a ready approval to all except the privateering clause; but Mr. Marcy, then Secretary of State, presented a counter-proposition. "If you," he wrote, "will make all private property exempt from capture at sea, we will cease privateering; but why ask us to abolish it while you maintain and send out your great ships of war, which are neither more nor less than privateers? They go forth to do exactly the same things as the ships that we license in time of war to burn, plunder, and destroy." France, Russia, and several other powers were disposed to accept this proposition; but Great Britain refused, and after some time negotiations were suspended.

A strong feeling had meanwhile been aroused in the United States in relation to the right of blockade, which we contended ought to be restricted to naval arsenals and towns which were at the same time besieged by an army on land—in other words, that a blockade should be a strictly military operation, and not an embargo upon trade. "We must obtain the consent of the powerful naval nations," wrote President Buchanan to the New York Chamber of Commerce, "that merchant vessels shall not be blockaded in port, but be suffered to pass the blockading squadron and go out to sea." Secretary Cass in 1859 addressed a circular to the American representatives at the European capitals, instructing them to negotiate for an agreement on this basis; but again our efforts for reform were frustrated by the refusal of Great Britain.

If our proposals had been adopted, France and Prussia would have been spared the present suspension of their ocean steam lines, and Great Britain would have no Alabama claims to pay. There can be no more appropriate time than this to revive the subject. In the light of the last few years' experience Great Britain may be inclined to take a different view of the matter, and we suggest that General Grant should instruct Mr. Frelinghuysen to broach the subject as soon as he reaches London.

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AVOID QUACKS.—A VICTIM OF EARLY INdiscretion, causing nervous debility, premature decay, etc., having tried in vain every advertised remedy, has discovered a simple means of self-cure, which he will send free to his fellow-sufferers J. K. REEVES, No. 78 Nassau st., N.Y. City. 6 28thstuths 1y

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Seven Per Cent. Bonds.

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We are offering $200,000 of the Second Mortgage Bonds of this Company

AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of

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The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The receipts of the Company on the one-half of the Road now being operated from Coatesville to Wilmington are about TEN THOUSAND DOLLARS per month, which will be more than DOUBLED with the opening of the other half, over which the large Coal Trade of the Road must come.

Only SIX MILES are now required to complete the Road to Birdsboro, which will be finished by the middle of the month.

WM. PAINTER & CO.,

BANKERS,

No. 36 South THIRD Street,

5 5 PHILADELPHIA.

LEHIGH CONVERTIBLE

Per Cent. First Mortgage Gold Loan,

Free from all Taxes.

We offer for sale $1,750,000 of the Lehigh Coal and Navigation Company's new First Mortgage Six Per Cent. Gold Bonds, free from all taxes, interest due March and September, at

NINETY (90)

And interest in currency added to date of purchase.

These bonds are of a mortgage loan of $2,000,000, dated October 6, 1869. They have twenty-five (25) years to run, and are convertible into stock at par until 1879. Principal and interest payable in gold.

They are secured by a first mortgage on 5600 acres of coal lands in the Wyoming Valley, near Wilkesbarre, at present producing at the rate of 300,000 tons of coal per annum, with works in progress which contemplate a large increase at an early period, and also upon valuable Real Estate in this city.

A sinking fund of ten cents per ton upon all coal taken from the mines for five years, and of fifteen cents per ton thereafter, is established, and The Fidelity Insurance, Trust and Safe Deposit Company, the Trustees under the mortgage, collect these sums and invest them in these Bonds, agreeably to the provisions of the Trust.

For full particulars copies of the mortgage, etc., apply to

C. & H. BORIE,
W. H. NEWBOLD, SON & AERTSEN
JAY COOKE & CO.,
DREXEL & CO.,
E. W. CLARK & CO. 7 11 1m

SEVEN PER CENT.

First Mortgage Bonds

OF THE

Danville, Hazleton, and Wilkesbarre Railroad Company,

At 85 and Accrued Interest

Clear of all Taxes.

INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invit o examine the merits of these BONDS.

Pamphlets supplied and full information given by

Sterling & Wildman,

FINANCIAL AGENTS,

No. 110 SOUTH THIRD STREET,

6 13 tf PHILADELPHIA.

Government Bonds and other Securities taken in exchange for the above at best market rates.

GLENDINNING, DAVIS & CO.,

No. 48 SOUTH THIRD STREET,

PHILADELPHIA.

GLENDINNING, DAVIS & AMORY,

No. 17 WALL STREET, NEW YORK,

BANKERS AND BROKERS.

Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.

Direct telegraph communication from Philadelphia house to New York. 1 2

ELLIOTT & DUNN

BANKERS

No. 109 SOUTH THIRD STREET,

DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.

DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.

ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.

Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26

B. K. JAMISON & CO.,

SUCCESSORS TO

P. F. KELLY & CO.,

BANKERS AND DEALERS IN

Gold, Silver and Government Bonds

At Closest Market Rates,

N. W. Cor. THIRD and CHESNUT Sts

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards etc etc. 26

FINANCIAL.

A DESIRABLE

Safe Home Investment

THE

Sunbury and Lewistown Railroad Company

Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a

First and Only Mortgage.

The Bonds are issued in

$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October.

Free of State and United States Taxes.

The price at present is

90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,

BANKERS,

Dealers in Government Securities,

No. 36 South THIRD Street,

6 9 tf4p PHILADELPHIA.

Free from U. S. Taxes.

Eight Per Cent. Per Annum in Gold.

A PERFECTLY SAFE INVESTMENT.

First Mortgage Bonds

OF THE ISSUE OF

$1,500,000,

BY THE

ST. JOSEPH AND DENVER CITY RAILROAD CO.,

Issued in denominations of $1000 and $500, Coupon or Registered, payable in 30 years, with Interest payable 15th August and 15th February, in New York, London, or Frankfort, free of tax. Secured by a mortgage only on a completed and highly prosperous road, at the rate of $13,503·79 per mile. Earnings in excess of its interest liabilities. This line being the Middle Route, is pronounced the

Shortest and most Natural One for Freight and Passenger Traffic Across the Continent. St. Louis and Fort Kearney Spanned by a Railway, and connecting with the Union Pacific at Fort Kearney.

Capital Stock of the Company....	$10,000,000
Land Grant, pronounced value of	8,000,000
First Mortgage Bonds.....	1,500,000
	$19,500,000

The remaining portion of this Loan now for sale at 97½ and accrued interest in currency. Can be had at the Company's Agencies in New York, TANNER & CO., Bankers, No. 49 WALL Street, or W. P. CONVERSE & CO., No. 54 PINE Street.

Pamphlets, Maps, and all information can be obtained at either of the above-named agencies.

The attention of Capitalists and Investors is particularly invited to these Securities. We are satisfied they are all that could be desired, and unhesitatingly recommend them.

TANNER & CO.,

FISCAL AGENTS,

No. 49 WALL STREET, NEW YORK.

W. P. CONVERSE & CO.,

COMMERCIAL AGENTS,

No. 54 PINE STREET,

6 9 tfrp NEW YORK.

FOR SALE

Williamsport City 6 Per Cent Bonds,

FREE OF ALL TAXES.

ALSO,

Philadelphia and Darby Railroad 7 Per Cent Bonds,

Coupons payable by the Chesnut and Walnut Streets Railway Company.

These Bonds will be sold at a price which will make them a very desirable investment.

P. S. PETERSON & CO.,

No. 39 SOUTH THIRD STREET,

26 PHILADELPHIA

FINANCIAL.

JAY COOKE & CO.

PHILADELPHIA, NEW YORK, AND WASHINGTON,

BANKERS

AND

Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board o Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS.

COLLECTIONS MADE ON ALL POINTS.

GOLD AND SILVER BOUGHT AND SOLD.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,

No. 114 S. THIRD Street,

PHILADELPHIA. [7 1 3m

UNION PACIFIC RAILROAD CO.

Land Grant Bonds

Are obligations of the UNION PACIFIC RAILROAD COMPANY, secured by all the lands which they received from the Government, amounting to about 12,000,000 acres.

The total amount of the land grant mortgage is

$10,400,000.

Between July 28, 1869, and July 1, 1870, the Union Pacific Railroad Company sold 181,462 32-100 acres for $834,091·03, being an average price of $4·60 per acre.

The Company have received $521,000 land grant bonds in payment for land sold, and they have destroyed the $521,000 bonds, and have reduced the amount of the bonds to that extent. The Union Pacific Railroad hold obligations of settlers amounting to $243,745·08, secured by the land purchased by them, which is also pledged to the redemption of the land grant bonds. Should the sales of land continue as above, the whole issue of land grant bonds will be retired and cancelled within ten (10) years.

The Union Pacific Railroad land grant bonds pay SEVEN PER CENT. INTEREST, April and October. Run for twenty (20) years. For sale at $785 each.

DE HAVEN & BRO.,

No. 40 South THIRD Street.

NOTICE.

TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are the General Mortgage Bonds of the Pennsylvania Railroad Company.

APPLY TO

D. C. WHARTON SMITH & CO.,

BANKERS AND BROKERS,

No. 121 SOUTH THIRD STREET,

PHILADELPHIA.

SILVER

FOR SALE.

C. T. YERKES, Jr., & CO.,

BANKERS AND BROKERS,

No. 20 South THIRD Street,

4 26 PHILADELPHIA.

Edmund D. Randolph & Co.

Formerly Smith, Randolph & Co. Phila. & N.Y.

Bankers, 3 Nassau St. N. York.

Dealers in U.S. Bonds, Members of Stock and Gold Exchanges, Issue Bills on London, Paris & Germany and Letters of Credit, available throughout Europe.

STOCKS, LOANS, ETC., BOUGHT AND SOLD AT THE BOARD OF BROKERS, BY GEORGE J. BOYD,

7 14 thstu2m* No. 18 S. THIRD Street.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
3 15 BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,

JOHN H. MURPHY, President,

PHILADELPHIA, PA.

MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters. WORKS, TWENTY-THIRD and FILBERT Streets.

Office and Warehouse,

4 1 No. 42 N. FIFTH Street.

J. T. EASTON. J. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,

No. 2 COENTIES SLIP, New York.

No. 18 SOUTH WHARVES, Philadelphia.

No. 45 W. PRATT Street, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

THE WRONG MAN POULTICED.

At a famous and fashionable watering place, a gentleman one night was suddenly seized in bed with an excruciating pain in the stomach, which neither brandy, No. 6, nor any other remedy could remove. His wife, after trying a number of things in vain, and having exhausted all her stock of remedies, left her husband's bedside for the purpose of getting a warm application. Guided on her return by a light which she saw shining in a chamber, and which she supposed was the one just left, she softly entered, and was not a little surprised to find her patient apparently in a deep slumber. However, thinking he might still be suffering, she gently raised the bed clothes, etc., and laid the scalding poultice upon a stomach—but not the stomach of her husband—which no sooner touched the body of the person than he, greatly alarmed, writhing under the torture of the burning application, shouted, "Halloo! halloo! what in the name of heaven and earth are you about there?" then, with one spring from his bed, he made for the door, and, rushing down stairs, declared, in a frenzy of excitement, that some one had poured a shovel of hot coals upon him. The woman, overcome with excitement and alarm, gave a frantic scream, which brought her husband hurriedly in from the next room to her rescue. The husband was so much excited, and also so much amused with the singular mistake and the ridiculous position of his better half, that he forgot all his pains; but early next morning he, his wife, and trunks left for parts unknown. The poulticed gentleman still retains the handkerchief, a beautiful linen fabric, with the lady's name on it, which he considers of rare value.

Incidentals.

—The people of Boston consume 20,948 gallons of milk a day at a cost of $7122·32. They have 752 wholesale dealers in that commodity.

—The flouring mills of some of the Western cities are running day and night. The wheat crop is reported to be immense in that section.

—Three thousand six hundred watermelons arrived in Savannah, Ga., from Florida a few days ago, and were disposed of for about $50 per hundred.

—They have a stray boy at a police station in Chicago whom they can hardly expect any one to claim, after advertising that he is "lame, cross eyed, and idiotic."

—There is a boat club of young ladies in Detroit, Mich. They go out rowing twice a week, and are put through a regular course of training by a lucky oarsman of that city.

—They have a well in Memphis, Mich., whose waters are magnetic and will charge knife-blades, tenpenny nails, etc., with magnetism in a very short time. It was struck in boring for oil.

—The oldest member of the Pioneers' Association of Sacramento, Cal., a hale old man of eighty-four, tramped for miles in procession a few days ago from choice. He preferred the exercise to riding.

—Cincinnati is gradually getting back that beer which the musical Germans carried away at the late "Fest." The Chicago singers have sent ten barrels of Milwaukee lager to one of the saloon-keepers.

—A feminine "typo" in Janesville, Wis., recently set 12,000 ems solid nonpareil in ten hours. Here is a point for the advocates for extending woman's sphere of labor. How well her work was done, however, is not stated.

—A pair of milk-white rats, with pink eyes, were caught in Wheatland, Cal., lately, at least so one of their papers asks us to believe. Beauty is a fatal gift, however, and one of them is already dead and the other on exhibition in Sacramento.

—They have a musical prodigy at Albany, in a boy ten years of age, who is said to perform the most difficult pieces on the violin in a style equal to that of the best professors of the art. His name is Albert Van Radte, and he is soon to be inflicted upon the public.

—Fires are very frequent in the departments of the Landes and the Gironde, France. A space of 150 acres of fir trees has been burned at Marcheprime, with a loss of 24,000 francs; a conflagration has devastated the forest of the Flamand, at Vendays.

—A Registrum Parliamentarium will soon appear. It will show the composition of both Houses of the British Parliament from 1620 to the present date. The list of polls will include several that are not given in Mr. Smith's "Parliaments of England."

—The Norwegian fisheries are decreasing. They now employ 22,492 men. The number of cod taken in 1868 was 20,700,000, of which 12,000,000 were salted and prepared as clip-fish or baccelan, and about, 7,900,000 hung up to dry as round-fish. The remaining 900,000 were cured for home consumption.

—A man and his wife, with four children, arrived at the depot in Detroit the other day, and while waiting for a train got into a domestic quarrel, which resulted in the wife taking three of the children and an equitable share of the baggage and money, and setting out for the westward on the first train that came along, while the husband, apparently resigned to his fate, took a room at a first-rate hotel.

—The new Peruvian loan just announced in Europe amounts to £11,920,000, in bonds of various denominations from £1000 down to $20, bearing interest at six per cent. and redeemable at par by half-yearly drawings, to commence in 1880, the price of issue being 82½ per cent. The loan is stated to be for the construction of railroads, and it is secured on the customs dues of the republic, producing annually about £800,000; the railways, the surplus proceeds of the guano imported into Europe after providing for the service of the 1865 loan, and after that loan has been redeemed on the entire sales of guano. The subscription is payable by instalments extending to the 30th of April, 1871, with the usual allowance for prompt payments, counting which the loan should yield as an investment about eight per cent.

MARRIED WOMEN'S PROPERTY.—In England at the present time, says *All the Year Round*, a married woman, so far as the possession of property is concerned, is, in the eye of the law, simply a non-existent personage. At common law there is but one person in a matrimonial partnership, and that person is the husband. Under this singular system a wife, on her marriage, is supposed to make her husband an absolute gift of all her personal property. He may do what he likes with it, and she has no sort of claim upon it from the moment of the marriage. If she be fortunate enough to be possessed of real estate as a spinster, it will avail her little in her changed condition. The husband is entitled to receive the rents and profits of the wife's estates, and to spend them as he pleases. There is, obviously, a little mistake in the marriage service somewhere. It is, in fact, the wife who endows her husband with all her worldly goods. It is true that the husband professes to endow the wife, but that is nothing but a pleasant fiction, a merry little jest. This irresponsible power which the man enjoys over the woman's property applies not only to such property as she may have brought with her at her marriage, but to anything and everything she may acquire afterwards. The wife, being nobody in law, is incapable of entering into a contract, she cannot sue or be sued, and is, consequently, quite unable legally to earn anything whatever. If she work for wages, the wages are her husband's. If she writes a book, she has nothing to do with the profits. If she paint a picture, the price of it is not her own. And here is one of the most fertile sources of hardship; here is the tyranny of man, of which we hear so much, unmistakable for once. The bad husbands, there is no doubt, have it all their own way.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JULY 10, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Mail Train	8·00 A M.
Paoli Accommodation, 10 A. M. & 12·50 and	7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.

Cincinnati Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6 30 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·30 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	5·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect May 16, 1870.

Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 25 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1·15, 3 30, and 5·20 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2 30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, Coplay, and Mauch Chunk.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6 20 P. M. (Accommodation) for Lansdale.

8·00 and 11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8 55, and 10·35 A. M.; 2·15, 5·05, and 8 25 P. M.

Doylestown at 8·25 A. M., 4·40 and 7·05 P. M.

Lansdale at 7·30 A. M.

Fort Washington at 9 20 and 11·20 A. M., 3·10 and 9·45 P. M.

Abington at 2·35, 4·55, and 6 45 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9 30 A. M.

Philadelphia for Doylestown at 2 00 P. M.

Philadelphia for Fort Washington at 8·30 A. M. and 7·00 P. M.

Doylestown for Philadelphia at 6·30 A. M.

Bethlehem for Philadelphia at 4·00 P. M.

Fort Washington for Philadelphia at 9·30 A. M. and 5·10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

May 16, 1870. ELLIS CLARK, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after MONDAY, July 18, 1870.
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9·05, 10, 11, 12 A. M., 1, 2, 2½, 3¼, 3¾, 4, 4¾, 5·05, 5½, 6, 6½, 7, 8, 9, 10·05, 11, 12 P. M.

Leave Germantown 6, 6·55, 7½, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 3½, 4, 4¾, 5, 5½, 6, 6¼, 7, 8, 9, 10, 11 P.M.

The 8·20 down train, and 2½, 3¾, and 5¾ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2, 4·05, 7, and 10¾ P. M.

Leave Germantown at 8¼ A. M., 1, 3, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2½, 3¾, 5¾, 7, 9, and 11 P. M.

Leave Chesnut Hill 7·10, 8, 9·40, and 11·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40, and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2 and P. M.

Leave Chesnut Hill at 7·50 A. M., 12·40, 5·40, and 9·25 P. M.

Passengers taking the 6·55, 9 A. M., and 6¼ P. M trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1¾, 3, 4½, 6, 5½, 6¼, 8·05, 10, and 11¾ P. M.

Leave Norristown 6½, 6·25, 7, 7¾, 8·50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7¼ P. M.

Leave Norristown 7 A. M., 1, 6¾, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11·05 A. M., 1¾, 3, 4¾, 5, 5½, 6¾, 8·05, 10, and 11¾ P. M.

Leave Manayunk 6, 6·46, 7¾, 8·10, 9·20, and 11½ A. M., 2, 3½, 5, 6¾, 8¾, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2¾, 4, and 7¼ P. M.

Leave Manayunk 7¼ A. M., 1½, 6¼, and 9¼ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia 5 P. M.

Leave Plymouth 6¾ A. M.

The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Wissinoming, Manayunk, Green Tree, and Conshohocken.

Passengers taking the 7, 9·05 A. M. and 6¼ P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 9½ A. M. and 5 P. M. trains from New York connect with the 1 and 5 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.

TRAINS FOR PHILADELPHIA leave PORT DEPOSIT at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

OXFORD at 6·05 A. M., 10·35 A. M., and 5·30 P. M.

CHADD'S FORD at 7·26 A. M., 12·00 M., 1·30 P. M., 4·45 P. M., and 6·49 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD,
4 2 General Superintendent.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 8·25 P. M.; arrives in Philadelphia at 9·25 P.M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3·30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7 30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9 25 P. M.

Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 8 10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.

Harrisburg Accommodation leaves Reading at 7 15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·35 P. M., arriving in Philadelphia at 9·25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12 45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9·00 A. M. and 5 00 P. M., passing Reading at 1·45 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·50 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·40 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2 50 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6·30 and 11·30 A. M., and 4·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 and 4 50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 3 45 P. M., and from Tremont at 6·25 A. M. and 5·05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6·45 A.M., for B. C. Junction, stops at all stations.

7·15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9·40 A. M. for West Chester stops at all stations.

11·50 A. M. for B. C. Junction stops at all stations.

2·30 P. M. for West Chester stops at all stations.

4·15 P. M. for B. C. Junction stops at all stations.

4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

5·30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.

6·55 P. M. for West Chester stops at all stations.

11·30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5·25 A. M. from B. C. Junction stops at all stations.

6 30 A. M. from West Chester stops at all stations.

7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

8·15 A. M. from B. C. Junction stops at all stations.

10·00 A. M. from West Chester stops at all stations.

1·05 P. M. from B. C. Junction stops at all stations.

1·55 P. M. from West Chester stops at all stations.

4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.

6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS.

8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

2·30 P. M. for West Chester stops at all stations.

4·30 A. M. from West Chester stops at all stations.

7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. & R. R.

W. C. WHEELER, Sup't,

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6·30 A. M., 2 and 3·30 P. M. for Freehold.

At 8 A. M. and 2 P. M. for Long Branch and points on New Jersey Southern Railroad.

At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.

At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7 30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 10·45 A. M., 12 30, 2·30, 5 15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigrant Line, via Jersey City.

At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.

Sunday Lines leave at 9·30 A. M., 6 46 P. M., and 12 night.

BELVIDERE DELAWARE RAILROAD LINES
FROM KENSINGTON DEPOT.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 5 P. M. for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE),

At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2 15 and 6·30 P. M. for Lumberton and Medford.

At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3·30 P. M. for Lowistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.

July 5, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 9·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9 00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 5 00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.

An ACCOMMODATION TRAIF in the morning and

AN EXPRESS TRAIN

in the Afternooon from each end of the route.

THE EXPRESS TRAIN

will be furnished with

SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.

ON AND AFTER MONDAY, July 4, 1870,
trains will run as follows:—

LEAVE NEW YORK,

from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4 30 P. M. Express.

LEAVE PHILADELPHIA,

from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.

The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*

Fare between Philadelphia and New York..... $3·00
" " " " Long Branch... 2·50

For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."

6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.

On and after MONDAY, April 4, 1870, trains will run as follows:—

LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—

For PORT DEPOSIT at 7 A. M. and 4·30 P. M.

For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.

For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2·30 P. M., 4·30 P. M., and 7 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R.

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.

SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1¾ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.

On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—

Special Excursion (when engaged)	6·15 A. M.
Mail	8·00 A. M.
Freight (with passenger car)	9·45 A. M.
Express (through in 1¾ hours)	3·30 P. M.
Atlantic Accommodation	4·15 P. M.

Returning leave Atlantic—

Special Excursion	5·35 P. M.
Mail	4·35 P. M.
Freight (with passenger car)	11·30 A. M.
Express (through in 1¾ hours)	7·24 A. M.
Atlantic Accommodation	6·06 A. M.

An extra Express Train (through in 1¾ hours) will leave Vine Street Ferry every Saturday, at 2 P. M.

Returning, leave Atlantic City, Monday, 9·40 A. M.

LOCAL TRAINS LEAVE—

For Haddonfield, 10·15 A. M., 2 P. M. and 6 P. M.

For Atco and intermediate stations, 10·15 A. M and 6 P. M.

Returning, leave

CITY INTELLIGENCE.

A FIZZLE.

A Meeting in Darkness—The Valiant Thomas Sends a Piece—A Genuine Democratic Snubbing—Stable Lanterns vs. Spiritualism—What an Ambitious Politician will Undergo.

PEOPLE'S CANDIDATE FOR CONGRESS, GENERAL WM. B. THOMAS.

The citizens of the Twenty-fourth and Twenty-seventh wards, *without distinction of party*, opposed to the *corrupt ring* legislation enacted at Harrisburg and elsewhere, to the *inquisitorial income tax*, to the policy now being pursued by Congress of imposing *heavy taxation* on the people in order *rapidly* to liquidate the public debt;

Also, those opposed to the introduction of *Chinese Coolie laborers* into our *mines, machine shops*, and *foundries*; into our *cotton* and *woollen, boot* and *shoe*, and other manufactories; into our *printing offices* and other trade establishments; on our *streets* and *parks*, as advocated by the *Hon. Wm. D. Kelley*, and his two organs in this city, the *Press* and *Evening Telegraph*, are requested to meet at THIRTY SEVENTH and MARKET Streets, on MONDAY EVENING, July 18.

The meeting will be addressed by Edw W. Stokes, Esq., Lambert Thomas, Esq., Edmund Randall, and General William B. Thomas.

The above advertisement appearing in several of our papers, we last night visited the locality named for the purpose of seeing who the "no party party" representatives were, how many "sore-headed" Republicans or how many ignorant Irish Democrats could be gathered together by clap-trap and nonsense to aid in the advocacy of one of our most ambitious ex-office-holders and politicians. The meeting was to have come off in Commissioners' Hall, southeast corner of Thirty-seventh and Market streets, wherein about 8 o'clock gathered just twelve persons, including four representatives of the press.

Through some mismanagement no preparation had been made, and considerable time was wasted in ascertaining the true state of affairs. Meantime a trusty messenger was despatched to the Bull's Head Hotel, on Market street, above Thirty-seventh, and it was arranged that the meeting would be held there. Returning, the efficient aid-de-camp reported to his superior officer, when he was sent back with the message that things being right at the hall, the hotel would not be used. Imagine the wrath of the Democratic proprietor of the Democratic headquarters in West Philadelphia, who had gone to such unparalleled expense in preparing for the reception of his military and political guest, who had adorned the whole front of a 20 foot verandah with stable lanterns, who had marshalled all the drinking Democrats of the ward, that they might indulge at the expense of the would-be Congressman.

But to return to the principal scene. By 8½ o'clock the hall was lit up, and things really did look as though there would be a meeting therein. But another hitch arose. Whether from pangs of conscience or not we cannot say, but after much consultation the General, who was perspiring at the rate of a gallon a minute, issued "order No. 3," and a straggling party wended their way to the Bull's Head Hotel. Some of the aspirant's more active friends arrived first, and, approaching the proprietor, were met with a burst of indignation. "No meeting should be held there," etc. The General, in true military style, hearing the trouble, rushed to the front, and, approaching the indignant Democrat, whispered a few words to him. His reply was:—"I don't care a d—n. I'm a Democrat, and I was going to go for you; but after I have made all my preparations you send word you'll take the hall. Now, then, since you'd rather have the hall than me, why go there!"

The insult was direct, deep, and cutting, and he who had stood the brunt of many a hard-fought field (political) winced beneath it and was silent. But, then, the General wants to go to Congress, and knowing that the road thereto is not strewn with roses, he swallowed the indignity, and again gaining the ear of Boniface, made use of some magical expression which sounded very much like "cash." Mine host's face changed but a particle, and in a gruff tone he replied, "Oh! I don't care about the money; you can pay that afterwards." Whilst this little by-play was going on, a number of passers-by were attracted to the scene, and when it was announced that there was to be a meeting, several resolved to wait and see the fun. Ascending by a narrow staircase, we reached a verandah, dusty and warm, and as dark as Erebus. No band was in sight, but a little colored drummer stood near waiting to be hired. No doubt the General would have gladly paid for a little soul-inspiriting music after undergoing so much, but then, he dare not offend his Democratic friends by hiring a "nigger." At length three or four Milesians appeared upon the scene with several smoky lanterns, a ball of twine, a few nails, and a wrench, to be used as a hammer.

These soon set to work to throw some light on the subject, the General meantime giving directions. From the tone of voice in which he spoke, and the familiar usage of the names Pat, John and James, we judged that Pat, John and James were three of his regular employes. And now appears upon the boards another illustrious hero, no more, no less, than Damon Y. Kilgore, the celebrated spiritualist. Upon first seeing him we surmised that perhaps Damon was going to raise the spirits of the auditors. Then again we thought he might recall from the past some of the heroic deeds of the General; how he nobly marched to the front, and arrived after all fighting was over, etc. Bosh! why did we not see it sooner? Damon Y. came that he might have a chance to spout as he only knows how.

The lanterns having been hung without any formality whatever, Damon sprang to the railing and seeing before him a crowd of about thirty persons, composed of the hangers-on at the tavern, idlers and children, thus he spake:

"Fellow-citizens" (there were about fifteen citizens in all present) "I would not have been here to-night were it not for an editorial in the EVENING TELEGRAPH which I saw this afternoon, styling General Thomas a disorganizer. Now I want him to accept the title, etc."

To print his remarks in full would fill our entire paper. On concluding he introduced Edward D. Stokes, who seemed to be Thomas' left bower, as the illustrious Randall is his right. Mr. Stokes made a lengthy harangue, during which it being noticed that the crowd was beginning to tire, Pat, John and James were sent among them, and endeavored hard to stimulate them to cheering the speaker, but the attempt was a sickly failure.

As if to add still more to the gloom of the affair, just as the speaker was casting forth sickening adulations of his chief, one of the lamps exploded, and thus added to the darkness. But the General had a long piece to read, and hence the meeting must go on, despite the consequences. Another lamp was lit, and the General having finished the rehearsal of his address by a candle in the entry, Stokes ceased, and General Wm. B. Thomas was introduced, when Pat, John, and James again exercised their lungs, but to no effect.

The auditors were tired the children grew sleepy and hurried off to bed, and by half-past 9 o'clock, when but just barely started, the General was left with a motley crew of about twelve or fourteen listeners; the lamps grew dimmer and dimmer, but the General kept on, and finally succeeded in finishing his piece. Pat, John and James stood by him to the last, but alas! the affair all ended in smoke. We have been to many political meetings, but a greater failure than this we have never seen.

From some cause or other the hero's right bower, Colonel Randall, did not appear. Perhaps he was afraid to encounter his Democratic friends whom he had swindled in the convention by carrying off the books and papers, and allowing no chance for a nomination to be made, or perhaps he was employed more busily elsewhere in trying to subsidize the press.

FILTHY MARKET-HOUSES.—The offensive condition of the market sheds on Girard avenue, Spring Garden street and Callowhill street on Sunday mornings has for some time past been a subject for complaint on the part of citizens who are obliged to pass through them or by them. On hot Sundays especially the market-sheds are used a great deal by persons going to or coming from church on account of the protection they afford from the burning rays of the sun at a time of day when there is very little shade on the sidewalk, and it is in the highest degree disagreeable for the eyes and noses of respectable citizens to be saluted by the offal that is thrown about in all directions in and about the sheds. There was a time when the sweet and clean condition of the market-houses was a matter of satisfaction and pride with the people of Philadelphia, and there is no good reason why they cannot be kept in good order now. The fact that the Saturday-night markets are held until 12 o'clock is no excuse for meat-bones, entrails, corn-husks, potato-parings, and all manner of animal and vegetable refuse being allowed to remain all day Sunday under the burning hot sun. The sheds could be washed out and the garbage removed after midnight without any great difficulty, if the officials who have charge of the matter would exert themselves properly; and in view of the sanitary considerations involved, we recommend the Board of Health to look into the matter, and see if its influence cannot do something towards producing an improvement.

CONSTERNATION ON NORTH BROAD STREET.—Yesterday evening a steer ran away from a herd in the Twentieth ward, and getting on the Nicolson pavement on North Broad street, caused considerable consternation among the drivers and pedestrians. At Jefferson street he elevated a man several feet, but fortunately inflicted but slight damage. After a sharp chase the animal was run into another herd of cattle, with which he seemed perfectly contented.

FATAL SHOOTING.—On the 14th instant, Fanny Vansciver, aged two years, residing at No. 907 Otsego street, was shot in the neck by an insane lad named Frank Balbeck, while handling a loaded revolver. Fanny lingered until this morning, when she died.

DEATH FROM SUNSTROKE.—An unknown German was found yesterday afternoon lying on Girard avenue, near Thirteenth street, suffering from sunstroke. He was taken to St. Joseph's Hospital, where he died this morning.

FILTH.

The Condition of the Streets in the Bedford Street Region—The Baths—The Action of the Health Authorities.

The free baths now in operation in Bedford street, under the direction of the Bedford Street Mission, are doing their good work bravely. This morning only, up to nine o'clock, fifty-five persons had been bathed. Those who make use of the baths enjoy themselves hugely. The colored bathers use a tank which is erected in the back room of the bath-house, and the white a similar tank in the front room. On account of the usual condition of the persons and clothing of the bathers previous to the bath disinfectants have to be kept constantly on hand, and a strong but not unpleasant odor of carbolic acid is noticeable about the building, showing that the visitor is free from all danger.

One curious fact noticeable about the establishment is the scarcity of soap. No matter how much the mission may supply, it will always be found that those making use of it will always pocket some of the article. None can be kept on hand. The substance, however, cannot do the petty thieves much harm if they only use it.

The condition of Bedford street at the present time, though better than it has been, is not what it might be. When the relapsing fever was at its height, the street was cleaned, but owing to the lull of a few weeks ago in the ravages of the fever, the authorities are again careless, and it is feared that it will soon be as bad as ever. The condition of some of the houses in the vicinity is again such as to add fuel to the fever's fire. In some places the cleaners have pretended to perform their work, but have either done nothing or made matters worse. In the yard of a house in Spafford street, in the very heart of the infected region, a pile of filth has accumulated which it became necessary to remove. In place of carting it away, however, the dirt was shovelled out of sight into the cellar of the house itself, where the stench will affect all in the neighborhood. This is the thorough method of cleansing in vogue.

One house on Bedford street is in such a bad condition that its closing has been ordered by a vote of the Board of Health. The proprietor of the house, who is a rich and influential politician, threatens a lawsuit if the house is closed. It remains to be seen which of the parties will conquer—whether the Board of Health are sufficiently free from political influence to stand by their vote. The physician is ready to swear to the fact of the fever being in the house, and if the board refuse to uphold their action, the public will know that the health authorities prefer to let the fever take its course rather than offend a member of the ring.

The dirty condition of Fifth street, in the neighborhood of Lombard, South, and Bedford streets, is positively terrible. The dirt lays in piles upon the highways, and the gutters are clogged up, and are full of slimy water, which is completely covered with foul vegetation. The smell is such that a passer-by cannot positively draw a full breath. Some immediate action is necessary.

ANOTHER DEATH.

More About the Woodbury Accident.

The unfortunate occurrence at Woodbury on Saturday still forms a topic of conversation for many persons. The point at which the accident occurred is one of the most dangerous on the road, the trains approaching being obscured from those travelling on the highway, by a hill of some extent. It has been developed that when the whistle of the locomotive sounded some 300 feet away, the horse driven by Mr. Gregory was within but 25 feet of the track, the train approaching at the rate of 20 miles an hour. The animal had become furious, and a colored man who attempted to stop him was obliged for the sake of safety to let go his hold. Between the cars and the platform was a space of about one foot; the animal struck the first car, when the wagon, contents, and all were drawn as into a whirlpool, and all actually crushed to pieces, except Mrs. Caldwell, who was thrown under the planks. Had the train been going at a full rate of speed an accident might have happened which for fatality of results would have outdone that at Burlington some years ago. The Coroner's jury sitting in this case have not as yet rendered any verdict, the principal trouble being their doubts as to whether or not the railroad company deserves censure.

Yesterday the physicians amputated the right foot of Mrs. Caldwell, but the exhaustion proved fatal, and she died ere night. Her husband is hourly expected from Iowa. The railroad company propose erecting a gate at this fatal crossing.

PROBABLE FATAL ACCIDENT.

A Fall of Forty-five Feet.

At noon to-day a carpenter named Thomas Schell, employed on the new Commercial Exchange building, Second and Gold streets, met with an accident which will no doubt prove fatal. During the morning he had been engaged in working on one of the rafters or beams of the roof. Twelve o'clock arriving he started to come down for dinner, when, catching hold of a piece of scantling, it gave way and he was precipitated to the unfloored joists beneath, a distance of forty-five feet.

His fellow-workmen went to his assistance, and medical aid was at once secured, when it was found that his legs, back, and one of his arms were broken, he sustaining in addition internal injuries. A stretcher being procured, he was removed to the Pennsylvania Hospital. Schell is a married man, about 40 years of age, and resides in the neighborhood of Girard College.

SALE OF REAL ESTATE AND STOCKS.—The following sales were made by M. Thomas & Sons, at the Philadelphia Exchange, to-day at noon:—

$500 bond Union League	91 p. c.
500 shares Maple Shade Oil Co.	25c.
700 shares Caldwell Oil Co.	11c.
500 shares McClintockville Oil Co.	90c.
1000 shares Dalzell Oil Co.	53c.
66 shares Central Transportation Co.	$52·00
6 shares Kensington National Bank	125·50
98 shares Northern Liberties Gas Co.	26·00
600 shares Union Lumbering Co., of Chippewa Falls, Wis.	36·00
1 share Mercantile Library	5·50
WISSAHICKON AVENUE, N. W. of Carpenter street—Lot over four acres	$2500·00
WASHINGTON AVENUE, No. 535—Brick Dwelling	2500·00
MARRIOTT STREET, No. 226—Brick Dwelling	1500·00
WALNUT STREET, east of Fifty-third street—Lot	500·00
WEIKEL STREET, N. E. of Clearfield street—Lot	100·00
BROWN STREET, S. W. of Tioga street—Lot	100·00
TWENTY-FOURTH STREET (South), No. 328—2 Brick Dwellings	1000·00
BAINBRIDGE STREET, No. 1309—Brick Dwelling	1775·00
BAINBRIDGE STREET, No. 1425—Brick Dwellings	2050·00
FITZWATER STREET, No. 1217—Brick Dwellings	1950·00
HURST STREET, No. 519—Brick and Frame Dwelling	900·00
GROUND-RENT—$48	685·00

CASUALTIES.—John Allen fell yesterday afternoon on the pavement at Ridge avenue and Poplar street, and injured himself about the head. Having no home, he was sent to the Almshouse.

About 4 o'clock yesterday afternoon John Carmichael, aged 22 years, was severely bruised about the body and legs by a bank caving on him while working in a trench in the rear of No. 2439 Callowhill street. He was removed to his residence, No. 1626 Shippen street.

At 8 o'clock this morning Owen McCann, aged 28 years, while leading a horse at Second and Pine streets, tripped over a railway track and fell under his cart, one wheel of which passed over his leg, fracturing that member. He was taken to the Pennsylvania Hospital.

POOR FUN.—A German named Arnholt keeps a beer saloon on Broad, below Coates street. About 10 o'clock last night Arnholt sat down on his step and fell asleep. A fellow named William Craig came along, picked up the sleeper, and insisted upon throwing him down the cellar way, and it was only after considerable resistance that he was prevented doing so. Arnholt had him arrested and taken before a magistrate. Craig protested it was only a joke. The Alderman could not see it in that light and held him in $600 bail to answer the charge of assault and battery.

A FINE RESORT.—That old and well-known summer resort known as Doubling Gap Springs has been handsomely refitted, and is now open for the reception of guests. The surrounding country presents some of the finest scenery in the State, and among the prominent attractions at the Gap is the presence of White Sulphur and and Chalybeate Springs. This resort is accessible by means of the Pennsylvania and Cumberland Valley Railroads, over which excursion tickets are sold, good on any train, all summer.

BOUND OVER.—Bertram Buzby, No. 1447 Fawn street, was bound over in the sum of $500 by Alderman Kemble this morning to keep the peace. The complainant was Frank West, of No. 1454 Fawn street. It was stated that a party at the defendant's house last evening made much noise, to the disquietude of several invalids. He was twice requested to have the noise stopped, but refusing, was taken into custody.

A BURGLARY PREVENTED.—At half past 12 o'clock this morning an attempt was made to rob the store No. 1204 Chesnut street. The burglars were at work on the rear cellar window, when the noise they made attracted the attention of a couple of policemen, who commenced an investigation. While doing this the thieves succeeded in escaping. They left behind them a pair of shoes and a dark lantern.

FIRES.—At half-past 3 o'clock this morning a two-story frame structure, situated at Palmer and Belgrade streets, and occupied by James Collins as a cabinet wareroom, was entirely destroyed by fire. The loss will amount to $500.

Shortly after 2 o'clock this morning a trifling fire occurred at No. 424 N. Second street.

SUDDEN DEATH OF A PROMINENT MERCHANT.—Edward G. Booz, Esq., a prominent liquor merchant on Walnut street, fell from the effects of the heat, yesterday afternoon, at Thirteenth and Brown streets. He was picked up, and before he could be got to his residence, No. 1310 Brown street, expired.

FAST DRIVING.—Welden F. Price, a resident of West Chester, has been fined by Alderman Randall for fast driving. His animal was moving at a rapid rate along Thirty-ninth street, and he refused to pull up after being warned by a policeman.

THE DOG WAR.—During the past week the dog-catchers captured one hundred unmuzzled dogs. Of these but thirteen were redeemed.

THE ATHLETIC SOROSIS.

Rowing and Foot-Racing Ladies—The Pittsburg Oarswomen—A Mile and a Half in 18 Minutes 54 Seconds—Two Highly Respectable Ladies of Cleveland Run a Race.

THE PITTSBURG SENSATION.

From the Pittsburg Commercial, July 18.

The female aquatic contest at Glenwood Saturday was in every respect an immense success, and those who doubted and prophesied that the affair would be a farce were entirely mistaken, as almost every one of the upwards of five thousand spectators were entirely satisfied with the race, which is far more than can be said of every aquatic contest that has taken place in our city within the past few years.

HOW THE RACE WAS GOTTEN UP.

Several weeks ago the subject of a female aquatic contest was agitated in boating circles, and there was a great deal of talk about the remarkable skill, in the management of a skiff, displayed by a young orphan girl named Lottie McAlice, who resided with her sister and brother-in-law, in the Sixth ward, near the river, and had been seen on pleasant moonlight evenings making extraordinary time up and down the river. Many of the Pittsburg oarsmen expressed the belief that she was capable, with practice in a scull boat, of entering the aquatic lists with no small prospects of success.

Soon after the Nonpareil Club, of this city, which has among its members a number of shrewd young men, determined to get up a picnic, and offer a ladies' gold watch as a prize for the most successful oarswoman. Three girls, immediately after, signified their intention of competing for the prize. They were Miss Lottie McAlice, Miss Maggie Lew, of Brownstown, on the south side, and Miss Mary Whalen, of Birmingham. The girls immediately commenced exercising daily in scull boats, and developing their muscle with the facilities offered at well-regulated boathouses. Miss Whalen not being able to procure the right kind of a boat, withdrew from the list on Saturday morning.

HOW THE GIRLS LOOKED.

The girls as they came down the river bank and entered their frail crafts looked indescribably pretty, and their quiet and modest but determined demeanor won the highest amount of praise from all the spectators. Miss McAlice, a plump girl of sixteen, looked really beautiful in her jaunty little red jacket and white dress. Her costume consisted of a tight-fitting scarlet jacket without sleeves, a loose dress reaching to her knees, white tights, and high boots. Miss Lew was dressed somewhat similarly, with the exception that her dress was red, and she wore a white bodice with edging.

THE START.

At half-past 4 the word "go" was given and had scarcely sounded over the river when Miss McAlice pulled away, shooting her boat out like an arrow, by her shrewdness and careful watching obtaining an advantage over her opponent, who was a little slow about starting. But the cool, steady manner in which Miss Lew handled her oars soon made it evident that she was capable of rowing a good race, and everybody was wild with excitement, and cheer upon cheer went up from the river and the banks, a remarkable degree of enthusiasm being displayed. The boat-racing vocabulary was exhausted by the friends of the respective contestants in their efforts to cheer on to victory. "Go in, Lottie;" "Maggie, beat the girl with the red sack;" "Pull steadier; "Go in and win;" "Beat her on the way back," etc., were yelled from hundreds of strong lungs. The girls pulled away, however, apparently deaf to the cries of the multitude. Miss McAlice pulled a stroke that for grace and power astonished all spectators, and before she had proceeded a hundred yards she was unquestionably a favorite. In making a start she pulled rapidly, handling her oars not unlike Jimmy Hamill, but afterwards reminding one of Coulter's oarsmanship. Miss Lew pulled gracefully and rapidly, in her manner of rowing and personal appearance reminding one of Walter Brown. Miss McAlice, however, continued to increase the distance between herself and contestant, although in following the guide boat she was taken nearly to the Birmingham shore, and lost several boat lengths. Miss Lew experienced the same difficulty on her side of the river. Many expressed the opinion that Lottie had lost her advantage in starting, and would be beaten before the race was over, but in this they were mistaken.

UP THE RIVER.

There were two buoy boats and each contestant turned from left to right. Lottie rounded her buoy boat in six minutes and ten seconds from the time of starting, being seventy-five yards in advance of her opponent. Miss Lew, however, pulled away pluckily, apparently determined not to give up the race so long as there was the remotest possibility of winning it. She rowed against fate, however, and came in at least one hundred yards behind her opponent. The time made by Miss McAlice was 18·54. It is but due to Miss Lew to say that the oarsman who accompanied her unintentionally put her to a disadvantage by rowing too near her, and all who saw the skill she displayed formed no low opinion of her abilities.

On the arrival of the fair contestants a scene of the wildest excitement ensued; the steamboats in the river set up a lively whistling, and cheer upon cheer was given by the vast multitude, while hats and handkerchiefs were waved by the enthusiastic crowd.

AFTER THE RACE.

Miss McAlice pulled quietly up to shore and stepped gracefully from the scull boat, apparently proud as an empress. She threw a water proof over her head and shoulders and made her way with difficulty through the crowd of congratulating friends up the bank where a carriage was waiting to convey her home. Miss Lew came ashore soon after, and the two left the grounds in their respective carriages amid the loudest and most enthusiastic cheers.

THE CLEVELAND SENSATION.

One of the great sensations of the season, says the Cleveland *Leader* of yesterday, is to take place at Rocky river on Monday, the 25th inst., and is to consist of a foot race by two females of this city, after which there will be another race of one hundred and fifty yards, which will be open to all persons who choose to enter. The two females are to start from Dubber's Lake View House, around to the Cliff House and back. The prize offered is a purse, the amount of which has not as yet been decided.

One of the ladies, it is said, is a very fleet runner, and has, on more than one occasion, demonstrated the fact to her friends, but has never ran a public race. All the particulars of the race have not as yet transpired—one of the ladies wishing to run barefoot, and the other insisting that they both shall wear shoes. They both belong in Cleveland, and are of respectable standing, between thirty and forty years of age. One is married and the other is a widow.

There is considerable excitement among the friends of the women, and both sides are confident of winning. Betting is going on to a considerable extent, one of the women offering to bet $200 that she will win.

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CROQUET IN GREAT VARIETY.
Rock Maple Croquet only $3·50.
Four quires of Paper and four packs of Envelopes, stamped, in a neat double box, only $1 00; by mail, $1·25.
One quire of Paper and one pack of Envelopes, stamped, only 30 cents.
J. LINERD,
Stationer and Card Engraver,
6 29wam 9m8p No. 921 SPRING GARDEN Street.

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CROQUET, full size set, $3·50; 16 different kinds, wholesale and retail.
Just received, a new assortment of FRENCH PAPERS AND ENVELOPES.
INITIALS and MONOGRAMS stamped in colors, free of charge.
R. HOSKINS & CO.,
No. 913 ARCH Street.

THIRD EDITION

LATEST WAR NEWS.

Bismarck on Maritime Seizures

AFFAIRS AT THE CAPITAL.

Army and Navy Orders.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

North German Steamers and U. S. Mails.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 19.—The Secretary of State received a despatch this morning from the American Minister at Paris stating that both France and Prussia had concluded to observe the treaty of 1866, which prohibits privateering and provides that each power shall respect neutral goods in an enemy's ships. Should this prove correct, it will allow the North German steamers to carry the United States mails as usual.

The European Squadron.

Secretary Robeson has just heard from Admiral Radford, who commands our European squadron, since the talk of war began. At last accounts he was at Cherbourg. The Secretary is of the opinion that the French Government will not allow despatches to come over their cable except such as are favorable to their side. This is the probable reason why Radford has not been heard from.

Admiral Meiancthon Smith

has been assigned to the command of the Washington Navy Yard, in place of Dahlgren, deceased.

Minister Frelinghuysen

arrived this morning to receive his instructions and consult with the President before his departure for England. He will remain here several days.

A Despatch from Bismarck—Private Property Exempt from Seizure.

Baron Gerolt has officially communicated to the Secretary of State the following telegram:—

BERLIN, July 19.—Baron Gerolt, Washington, D. C.—For your guidance. Private property on the high seas will be exempted from seizure by his Majesty's ships, without regard to reciprocity. BISMARCK.

The French Minister

called upon the Secretary of State to-day and verbally informed him that his Government would also respect the treaty of Paris.

Naval Orders.

Despatch to the Associated Press.

Captain John N. B. Clitz is detached from ordnance duty at New York and ordered to the Navy Yard at New York.

Commander William G. Temple is detached from duty as a member of the Ordnance Board and ordered to duty in the Bureau of Ordnance.

Captain M. B. Woolsey is detached from the command of the receiving ship at New York and ordered to Washington.

Commander John Walters is detached from the New York Navy Yard and ordered to the receiving ship, Vermont.

Master George S. Duval is detached from the Nipsic and placed on waiting orders.

Commander William Reynolds has been appointed Chief of the Bureau of Equipment and Recruiting.

Ensigns Theodore M. Etting and John A. Rodgers are ordered to the Nipsic.

Commander Richard W. Meade is ordered to command the schooner America.

Commander Edward Barrett is detached from the command of the Quinnebaug and placed on waiting orders.

The following officers are detached from the Quinnebaug and placed on waiting orders:—Lieutenant-Commander Henry B. Rumsey, Passed Assistant Surgeon J. Backley, First Assistant Engineer S. Aston, and Second Assistants J. G. Littig and H. L. Pilkington, Lieutenant Felix McCurley, Masters A. J. Iverson and T. C. Terrill.

Ensigns F. W. Greenleaf, F. W. Nichols, R. E. Carmody, Walton Goodwin, and John T. Sullivan are detached from the Quinnebaug, and ordered for examination for promotion.

Commodore William E. Leroy is detached from the Navy Yard at New York and placed on waiting orders.

Army Orders.

Brevet Major-General Filmore, Engineer Corps, in addition to his other duties, has been directed to relieve Brevet Major-General Newton of the charge of the construction of the fortifications upon Staten Island, New York harbor.

First Lieutenant Alvan S. Galbraith, unassigned, has been relieved from the duties of Indian agent, and is transferred to the 2d United States Infantry.

The commanding general of the Division of Missouri has been authorized to assign to the general service the recruits accumulating at Fort Leavenworth, to the companies of the 3d Infantry, at Fort Lyon, Colorado, and Camp Supply, Indian Territory, until they are filled to fifty men each.

FROM THE SOUTH.

Outrage in Tennessee.

MEMPHIS, July 19.—The Humboldt *Index* says that "on Friday last twelve or fourteen disguised men went to the quarters of a negro named Carthell, in Gibson county, broke open the door, shot one negro through the shoulder, another in the head, a third through the body and a fourth who was badly beaten saved his life by flight, then outraged some girls. Esquire Pierce hearing of the affair summoned a posse and succeeded in capturing two men named Boyd, two named Bells, and four named Blankon, Miles, Cooper and Holden. The Boyds were fully committed."

Stock Quotations by Telegraph—2 P. M.

Glendinning, Davis & Co. report through their New York House the following:—

N. Y. Cent. & Hud R		Pacific Mail Steam	42½
Con. Stock	95⅝	Western Union Tele	34⅝
do. scrip	91⅞	Toledo & Wabash R.	51⅝
N. Y. & Erie Rail.	22¾	Mil. & St. Paul R.com	62⅝
Ph. and Rea. R	96⅞	Mil. & St. Paul R. pref.	78⅛
Mich. South. & N.I.R.	95	Adams Express ex-d	66⅜
Cle. and Pitt. R.	108	Wells, Fargo & Co	15
Chi. and N. W. com	83⅜	United States	45
Chi. and N. W. pref.	86⅛	Tennessee 6s new	63
Chi. and R. I. R.	112⅛	Gold	121⅝
Pitts. F. W. & Chi. R.	94	Market steady.	

New York Produce Market.

NEW YORK, July 19.—Cotton irregular and heavy; uplands, 19¼c.; Orleans, 20¾c.; sales 400 bales. Flour active, with sales of 18,000 barrels; State, $5·70@7·40; Ohio $6·60@7·60; Western, $5·70@5·20; Southern advanced 10@15c.; sales at $6·50@10. Wheat quiet; sales of 60,000 bushels No. 1 at $1·46@1·50; No. 2 at $1·28@1·35; red Western at $1·59@1·63; white Western at $1·75@1·80. Corn quiet; sales 49,000 bushels mixed Western at 98c.@$1·03; yellow at $1·11@1·13. Oats quiet; sales 36,000 bushels State at 70@75c.; Western at 68@65½c. Beef firm; new mess, $12@16. Pork steady; new mess, $30; prime $22@24. Lard steady; steam, 16¾@17c.; kettle, 17@17¾c. Whisky firm; Western, $1·02½@1·03 for free.

Baltimore Produce Market.

BALTIMORE, July 19.—Cotton dull and nominal at 18½c. Flour quiet but firm, and stock very scarce. Wheat—receipts light; red, $1·45@1·70; white, $1·50@1·80; Pennsylvania, $1·60@1·60; Western, $1·45@1·55. Corn firm and higher; white, $1·20; yellow, $1·15. Oats dull at 85@86c. for new; and 62@65c. for old. Mess Pork firmer at $31. Bacon firm; rib sides, 17½@17¾c.; clear do., 18c.; shoulders, 15c.; hams, 25@26c. Lard quiet at 16½@17c. Whisky in good demand and scarce at $1·02½@1·03.

FOURTH EDITION

SPEECH OF KING WILLIAM.

"The Army and the People."

Changarnier French War Minister.

THE LEE-NATCHEZ RACE.

Our Frontier Defenses.

The United States German Mails.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Eloquent Speech of King William.

BERLIN, July 19.—Last evening King William made a speech to a great crowd of people at Berlin, who came to congratulate him. He said he was not responsible for the war which had just broken out.

He might personally be passive under the outrage, but Germany, even from beyond the seas, had spoken. Scrifices were sure.

Prussia has been spoiled by her rapid victories in two wars, and perhaps worse fate awaited her now. He, however, knew what to hope from God, the army, and the people.

The French Proclamation,

for the purpose of exciting the people to revolt, had been distributed in Hanover.

General Changarnier Minister of War.

La Liberte publishes a statement to the effect that General Changarnier will probably be appointed Minister of War vice Lebouf, who takes a command in the field.

Ship News.

LIVERPOOL, July 19.—Arrived out, steamers Aleppo and City of Brooklyn.

FROM THE WEST.

Suit for Slander.

ST. LOUIS, July 19.—The pilots of the steamer Natchez have published a card denouncing John C. Kay, correspondent of the *Republican* during the recent race, as to the remarks made about the bad piloting of the Natchez, calling him a perjured scamp, etc. Kay has sued for slander, laying damages at $2000.

The Social Evil.

The President of the Police Commissioners informs the Board of Health that there are about nine hundred prostitutes here. The new regulations governing them will drive a large number of the worst class from the city. A good many have already left.

General Pope

and several members of his staff left Fort Leavenworth yesterday on a tour of inspection to Forts Dodge, Laramie, and other points in the department.

FROM NEW YORK.

The North German Steamers.

NEW YORK, July 19.—The agents of the General Transatlantic Company in this city announce that steamers of the French line are not to stop running in consequence of the war in Europe, but will continue their trips as usual. Consequently the Lafayette will leave port on Saturday, 23d inst., for Brest and Havre. It is understood the retiring French Minister, Berthemy, and Colonel Bonaparte, of Baltimore, will be passengers by the Lafayette.

The Elm Park Rioters.

At the coroner's inquest to-day on the bodies of the victims of the Elm Park riots, several witnesses were examined. There was no additional facts concerning the origin of the fights or the identity of the ringleaders. The verdict was death from injuries inflicted by parties unknown.

FROM WASHINGTON.

German Sympathy in the War.

Despatch to the Associated Press.

WASHINGTON, July 19.—A preliminary meeting was held to-day by leading Germans to make arrangements for holding a mass meeting in sympathy with and in aid of Prussia. Carl Schurz, after speaking in New York in behalf of the same cause, will address the Germans in Baltimore on Friday, returning to Washington on Saturday.

United States Mails to Germany.

Despatch to the Associated Press.

WASHINGTON, July 19.—Mr. Kunhardt, of the firm of Kunhardt & Co., agents of the Hamburg line of steamers, arrived here this morning, and after an interview with Baron Gerolt had one with Postmaster-General Creswell, in which he proposed to despatch the steamer Silesia to-day with the regular United States mail, to which the Postmaster-General assented, and accordingly advised the Postmaster at New York.

LEGAL INTELLIGENCE

Procuring Bail.

Court of Quarter Sessions—Judge Paxson.

As by appointment a preliminary hearing was held this morning in the case of George Rankin. August Meyer, who several days ago pleaded guilty of the charge of perjury, was the only witness examined, and he stated that Rankin induced him to go bail for John Walsh, alias Long John, before Alderman Kerr, in the sum of $1200, though he (Meyer) was under the impression that it was only $600. On the following day for the sum of $25 he procured him to offer himself as bail in this court for Peter Nerny, and told him that if he was asked about being bail in any other case, he should say nothing about it, and when he was examined he was asked this question and answered it negatively. The Judge said he thought this testimony made out a case proper for a jury and therefore he held Rankin in $5000 to answer the charge of subornation of perjury.

PHILADELPHIA STOCK EXCHANGE SALES

Reported by De Haven & Bro., No. 40 S. Third street

BETWEEN BOARDS.

$850 Pa 6s W L Cp	106	100 sh Penna R	57⅛
$5000 Pa 6s N Y C 1s	91⅛	15 do	57⅛
$4000 do	91⅛	50 do	57⅛
$5000 Am Gold	121⅛	400 sh Read R 1s	48·54
10 sh Manuf Bk	31	186 do	48·69
3 sh Far & M Bk	123	100 do	48·69
79 sh Cam & Am R	116	100 do	48·81
10 do	116	100 do	48⅜
100 sh 2d & 3d St	45½	200 do	48⅝
100 sh Ph & E R	28	400 do	48·56

SECOND BOARD.

$1000 W Jer 7s	96½	1200 sh Read R	48⅜
$1600 Phila & Et	89½	100 do	48·41
$2400 City 6s, New	101⅛	100 do	48·41
4 sh Leh Val	57⅜	300 do	48·31
500 sh O C & A R 1s	45⅜	500 do	48·31
100 do	45⅜	100 do	48·31
200 sh Read R 1s	48⅝		

SPECIAL MEETING OF COUNCILS.—Mayor Fox has determined to call a special meeting of Councils on Friday, to take into consideration the subject of his vetoing the ordinance allowing the Thirteenth and Fifteenth Streets Railway Company to erect a frame building for passengers on Locust street, near the Academy of Music.

BOUNTY, BOUNTY, BOUNTY.—SOLDIERS enlisted for three years, between May 5 and July 22, 1861, discharged before serving two years, and received no bounty, are now entitled to $100. Apply to ROBERT S. LEAGUE & CO., General Claim Office, No. 135 S. SEVENTH Street.

FIFTH EDITION

THE LATEST NEWS.

FROM EUROPE.

No Engagement Yet.

PARIS, July 19—3 30 P. M.—Up to this time not even a skirmish has occurred between the hostile forces. Hesse Darmstadt withdrew her agent from Paris to-day. There is nothing certain yet about the departure of the Emperor for the seat of war. It is not likely that he will set out for the front until everything is ready there for active operations.

Prussian Agents Arrested.

Several Prussian agents in this city, who were suspected of plotting and distributing money, have been arrested.

The "Marseillaise,"

Henri Rochefort's journal, appeared this morning for the first time in several weeks, and was promptly seized.

Prince Napoleon

is expected here to-morrow. It is said he will have a command.

"GOOD ENOUGH FOR AMERICANS."

A. T. Stewart's $20,000 Picture.

Le Monde Illustre of last week, although not a comic journal, devoted its double-page illustration to that very funny pic